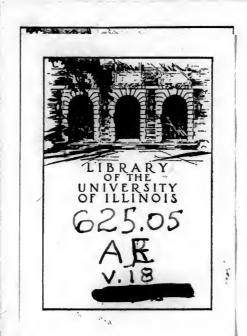
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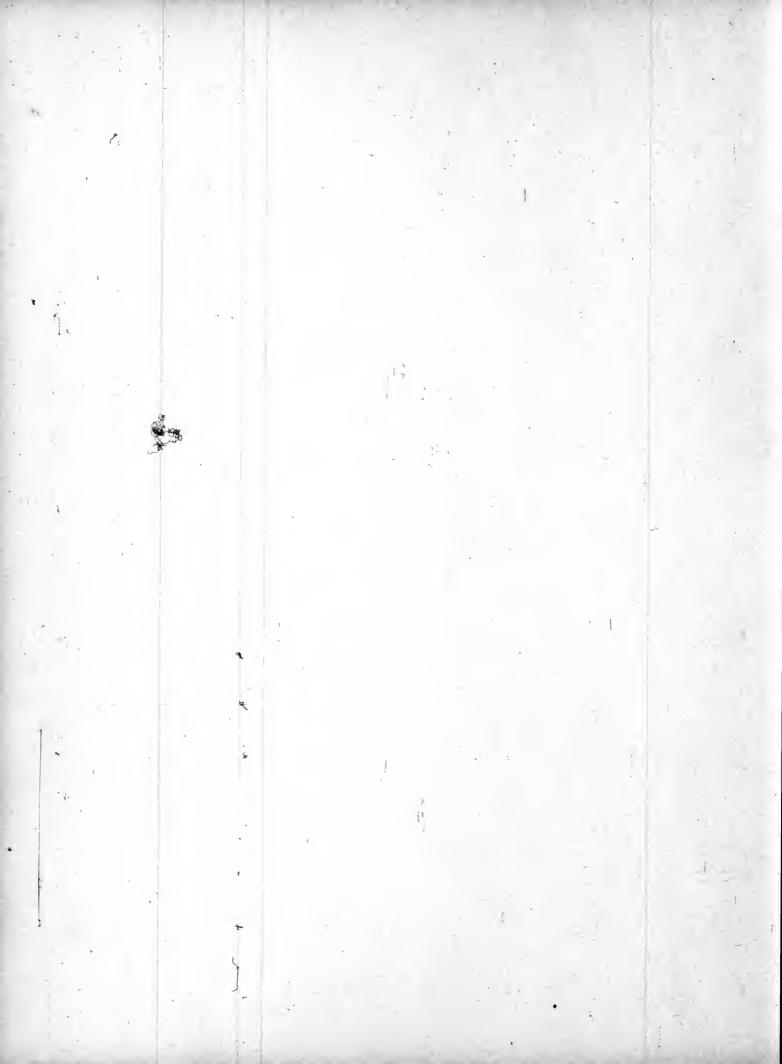
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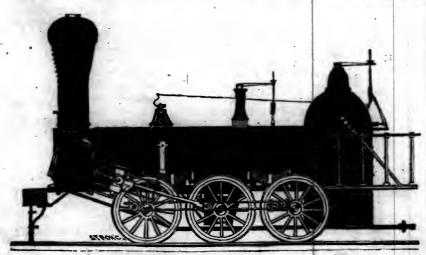
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NORRIS' LOCOMOTIVE WORKS,

BUSH HILL, PHILADELPHIA, P.



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AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction J. F. WINSLOW, Albany Iron and and operation, requiring only two Castings and two Rails; the latter, even if much worn, or used, not objectionable.

Plans, Specifications, and all Information ANDREW MENEELY, West Troy, obtained on application to the Subscriber, Inventor and Patentee. G. A. NICOLLS. Jan. 1, 1845. Reading, Pa.

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The subscribers as Agents of Mr. Geo the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

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The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

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900 tons L or Edge pattern.
200 tons 2½ × ¾ Flat bar.
50 tons 1½ × ¼ Flat bar.

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WALUABLE PROPERTY ON THE Mill Dam for sale. A Lot of Land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker street, containing 68,497 square feet, with the following buildings thereon standing:

Main Brick Building, 120 feet long, by 46 feet wide, two stories high. A Machine Shop, 47×43, with large Engine, Face, Screw and other Lathes, suitable to do any kind of work.

Pattern Shop, 35×32 feet, with Lathes. Work benches, etc.

Work Shop, 86×35 feet, on the same floor with the pattern shop.

Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums, Pulleys, etc., large and small Trip Hammers, Furnaces, Forges, Rolling Mill, with large Ballance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Building, 60×451 feet, two stories high, with a shed part 451×20 feet, containing a large Air Furnace, Cupola, Crane and Core Oven.

Store House-a range of Buildings for Storage, etc., 200 feet long by 20 wide.

Locomotive Shop, adjoining Main Building, fronting on Parker street, 54×25 feet.

Also - A Lot of Land on the Canal, west ' Crane of Wales, having obtained a patent in side of Parker street, containing 6000 feet, with the following buildings thereon standing:

Boiler House 50 feet long by 30 feet wide,

Blacksmith Shop, 49 ft. long by 20 ft. wide. For terms apply to HENY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. &

MESSRS. EDITORS:-As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance,

from Philadelphia to this city, an axle of our small orders with promptness and despatch. large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place, where the accident occurred, whereas has the car been constructed on the common plan, the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the pas-

Wilmington, Delaware, Sept. 28, 1840.

testing to the value of Mr. Joseph S. Kite's scriptions. invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road; and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not 350 tons 2 by 15 ft. in length weighing 468 tins invention been used, serious accidents 280 " 2" must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the

JOHN FRAZIER, Agent,
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A model of the above improvement is to be seen at the New Jersey Railroad and Transportation Office, No. 1 Hanover street, New York.

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The Tires are made by Messrs. Baldwin & Whitney, Locomolive Engine manufacturas locomotive engines, imported at the shortor to us, will be promptly executed.

When the exact diameter of the wheels is pose. stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

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COTTON WOOL AND FLAX Machinery of all descriptions and of the most PATENT RAILROAD, SHIP AND improved Patterns, style and workmanship.

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> ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wall st. N. Y.

RAILWAY IRON, LOCOMOTIVES, Etc. The subscribers offer the following articles for sale:

Railway Iron, flat bars, with countersunk holes and mitred joints. 70 " 11 " 1

80 " 1¼ " ¾ 90 " 1 " ¾ 66 66 with spikes and splicing plates adapted there-

To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron ex-

Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 21, 23, 3, 38, 31, 31, and 31 inches diameter.

Chains for inclined planes, short and stay bolts, and proved at the greatest strain.

India rubber rope for Inclined planes,

Also-Patent hemp cordage for inclined

Patent felt for placing between the iron chair and stone block of edge railways.

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> A highly respectable American Engineer resides in England for the purpose of inspec-bridges, wharves, etc. ting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

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Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very ex-Nails from 3 to 10 inches, manufactured by ter five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent,) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with spikes made at the above named Factoryfor which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

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HENRY BURDEN, Agent. Spikes are kept for sale, at Factory prices by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water street, New York A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to

forward their orders as early as practicable; as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his spikes.

W. R. CASEY, CIVIL ENGINEER, No. 23 Chambers street, New York, will-make Surveys, Estimates of Cost and Reports for Railways, Canals, Roads, Docks, Wharves, Dams and Bridges of every description, with Plans and Specifications, and when required, will superintend their execu-

He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads,

R. F. LIVINGSTON, Civil Engineer Hudson, New York. Refer to W. R.

RAILROADS OF OHIO.

The only railroads in this State of which we have any definite information, are the "Mad River and Lake Erie" and the "Little Miami" Railroads, destined to connect Cincinnati with Lake Erie, and consequently with New York and Boston. The former road is 132 miles, the latter 88 miles long, making the entire distance 220 miles. Locomotives are now running on 40 miles of each road: and by August next, 40 miles debt of the State: more will be ready, besides large amounts Amount arising from taxation, and transfers from of work done on the remaining 100 miles. The Companies require \$590,000 to complete the work in one year. The greater part of this sum is for the iron; to procure which is the only serious difficulty they have to encounter. The parts in operation are, successful, and the works appear to have been carried on with that judgment which characterizes the management of undertakings in which individuals have a deep and permanent interest. Still they are unable to raise this small sum in the "Queen City of the West." The unfortunate but natural result of a "system" of Government works-heavy taxes on all, whether benefitted or injured-causes all public undertakings to be viewed with suspicion, or even with a still stronger feeling. Private enterprize has now to construct all the year 1844, is \$136,142,666 00. The ments, cannot be less than \$420,000,000, the really important works in the State, and, in addition to the difficulties inseparable from such vast undertakings, has to clear away the odium with which the State and other local purposes, eight mills, making is aided by the facilities which are afforded has clothed the very name of Internal Im. in the aggregate fifteen mills on the dollar. by 853 miles of canal, 100 miles of railroad, provements. Suppose that, for the next ten years, the \$600,000 now paid by the people to meet the interest on the cost of For Canal purposes the State Canals, were to be laid out on Common School purposes, railroad iron to be given to Companies which had completed the graduation of their roads: then, at the end of that period, there would be one thousand miles of railroad with heavy iron, which would not only give handsome returns to the shareholders, and aid the general interests of the State, but the cost of the iron would be soon refunded. Then Ohio might, like For school house, Massachusetts, point to a system of works aiding and developing the various interests of the State, without a debt and without Amount of delinquencies for all purposes taxation.

The late acting Governor says :-

The amount of revenue received for the year ending the 15th November, 1814, from the several sources of revenue for State purposes, as distinguished from school and canal purposes, is \$277,155 52 The amount remaining in the Treasury,

Nov. 15th, 1843, 94,807 92

Total revenue for State purposes,

Amount applied to the purposes of the public institutions in Columbus, \$39,280 99

Amount for supporting the 155.092 76 State Government, Amount of transfers from ge neral revenue fund to canal and school funds, 41,767 52 239,141 27

Balance remaining in the Treasury, \$132,822 17

The following statement shows the condition of the canal fund, which is applied to the purposes of the public works and public

other funds, Amount of tolls, to wit: \$666,191.00

\$338,367 31 74,904 20 12,053 18 Ohio Canal Miami Canal, Miami Extension Canal, 49,206 56 Wabash and Eric Canal, Hocking Canal, 5,924 90 Walhonding Canal, 1.918 44 28,241 11 Muskingum Improvement, Western Reserve and Maumee Road, 5.817 12 Turnpike and Canal divi-29,456 01 dends,

514,949 84 Amount from the other sources of canal

22,197 77

Total of canal fund,

sinking fund, \$1,167,444,69 is applied to least 20,000,000 of acres are suitable for pay the interest on the State debt and the cultivation; and of which about 9,000,000 balance to pay for repairs, &c., on the pub. of acres, including necessary and paslic works.

The aggregate amount of the valuation ed. of taxable property on the grand levy for property in the State, with all its improverate of taxation for State purposes is one and the value of all the personal property mill on the dollar; for canal purposes, five and effects, not less than \$180,000,000.

and a half mills; common school purposes, one half mill; and for county, township, 000. The internal commerce of the State

by this direct taxation, is as follows:

For State purposes,

Total. Tax on lawyers and physicians added, which goes to common school fund,

Total The items of assessment for 1844, for local purposes, are-

642,532 13 For county and county school tax, 178,559 81 197,004 82 For road, For township and poor

199,406 28 15,382 21

Total amount of taxation levied for 1843, 2,188,355 29 152,307 96 for 1841,

Grand aggregate of liabilities for taxes in 1844.

been undertaken by the State are now within certaining the true facts. a brief period of their entire completion. 371,963 44 completed early the next season. The so near as can be readily ascertained, is the

Walhonding Canal is entirely completed, with the exception of the two short branches, neither of which have as yet been put under contract, and one of which at least is necessary in order to make the investment in the main work productive.

The entire cost of the public improvements owned by the State, including the estimated cost for com-pleting the Miami Extension Canal, is

The investments of the State in the stock of Canal and Turnpike Com-

2,431,430 88 panies. oans of credit to Railroad Compa-747,135 00

otal investment of the State in public works.

The product of this investment of the State has amounted, the last year, to \$544,-949 84. Some of the public works will doubtless be more productive in the course of a few years.

The present condition of our resources, dommercial advantages, and other elements of national wealth and prosperity, are in a high degree flattering. The people of Ohio possess an area of territory, in a temperate and salubrious climate, with a fertile Total of canal fund, \$1,233,338 62 soil, containing a fraction over 40,000 square Of this amount, \$25,000 is applied to the miles, or 25,600,000 acres; of which at ture lands, are now actually cultivat-The actual value of the real The revenue yielded to the several funds in actual use at this time, by 1,120 miles of macadamized road, 91 miles of slack-water \$745,640 21 navigation, and by over 300 miles of streams. 135,570 94 npw actually navigated, besides 437 miles 67,785 47 of the Ohio River, on the south and east, 948,996 60 and 180 miles of Lake Erie, on the north border of the State. The value of the pro-6,473 39 ducts of Ohio, during the last year, as near 955,470 02 as they can be ascertained from the data within our reach, are as follows:

Agricultural,	\$45,362,400
Manufactures,	17,505,600
Commerce,	9,660,379
Mineral,	2,931,218
Forest and lumber,	1,013,063
Fisheries,	10,525
Total,	\$76,683,185

The value of the products of Ohio, exported from the State during the past year, have been about \$25,000,000. These estimates may not approach perfect accuracy, 2,340,663 25 but they are computed from the most accu-The public improvements which have rate means which at this time exist for as-

The State debt is a subject of great so-The Miami Extension Canal is finished, ligitude and vital interest to the people of with the exception of about thirty-four Ohio; and to which your attention cannot miles, which is in progress, and will be fully be too carefully directed. The following, on the first of January next:

Foreign De	bl.			
Stock.			Annual I	nt.
5 pr ct. red'ble 1850,	\$400,000	00	\$20,000	00
5 pr ct. red'ble 1856,	150,000		7,500	00
6 pr ct. red'ble 1850,	4,043,658	76	242,619	53
6 pr ct. red'ble 1856,	3,412,779		204,766	
6 pr ct. red'ble 1860,	6,855,181		411,310	
6 pr ct. red'ble 1870,	667,063		40,023	
7 pr ct. red ble 1850,	1,500,000		105,000	
Total	17,028,682	50	1,031,220	95
Total, Sink g f. stock to be ded.	73,000	00	1,031,220 4,980	
Total foreign debt, \$	16,945,682	50	1,026,240	95
Domestic Debt. Amount due the severa school funds,	il \$1 424 842	64.1	86,830	14
Outstanding domestic				
bonds,	734,869	36	44,092	16
Surplus revenue paid in by counties,	59,523	66	3,571	42
Same, loaned by State of counties,	82,401	61	4,944	10
Domestic scrip of va- rious kinds,	29,432	01	1,765	92
		1-		

Grand aggregate state

debt, - - - \$19,276,751 78 Interest, - - -The amount of interest on the public amount of the actual investment of the mo the public service? agement of the State debt.

and Miami canals were completed, and the for contracts, awards, salaries or fees, paid debt of the State was, then \$4,500,000. by the Treasurer on the order of the Audi-The chief part of the State debt has been tor, after accounts have been examined and pansion of the paper money system.

The honor and public faith of the State ment.

condition of the State debt, as it will stand has, hitherto, been strictly preserved, and will, doubtless, ever continue to be preserved, by a punctual compliance with all our public engagements. The public virtue of our people, and their patriotic regard for their liberties and the character of republican institutions, is a sufficient guaranty that the integrity of the State will be kept inviolate. The public debt, however, imposes onerous burdens on the people, and creates a humiliating dependence on foreign capitalists, degrading to the independence and character of freemen. nually, and sent off to discharge the interest on the public debt, which, in its tendency, retards our prosperity, and keeps up the balance of trade against us. And every fourteen or fifteen years the entire amount of the debt will be paid in interest, while the being put into operation. burdensome principal remains, and continues its perpetual drafts on the products of labor.

> The present Governor says in his inau-- \$1,167,444 69 gural address :

debt the present year, is about equal to one- will, I trust, always receive the careful con- present amount of all claims against us, half of the entire burden imposed upon the sideration of the Legislature. It is to be people of the state by way of direct taxation. hoped, that the various public enterprises This public debt has been contracted for the will, by the extension of the channels of sole purpose of the construction of public commercial intercourse, make the markets works within the State. The total actual accessible to all parts of the state. In no expenditure of the State in the public imbranch of the public service has our state provements, including the Miami Extension so deep an interest, in a pecuniary point Canal, amounts to \$18,755,960 00, which of view, as in that of the board of public is less than the amount of the public debt. works. More money has been annually This amount of the actual cost of the in-disbursed by the agents in this department vestments in public works was, in part, paid of the service, than all others. Hence the by a direct tax levied for some years for interest of the State at home, its character that purpose; in part the grants of land by abroad, and the imperious duty of the Le-Congress, the proceeds of which amount to gislature, demand an investigation and \$1,357,743 43. About \$200,000 of the strict scrutiny of the fiscal management of bonds of the State have been redeemed those engaged in this division of the public by the proceeds of land sales. And service. If the law defining the duties of besides all this, the premiums received on the Board of Public Works be inefficient, some of the loans, and the donations of lots should it not be so amended as to require and subscriptions, may be safely estimated an exhibition of all the receipts and disat \$500,000. It appears, therefore, that the bursements, and a complete closure of each count of the public works amounts to be every fiscal year; and on failure to comply sion is made for its payment. tween two and three millions more than the with such provision, to be discharged from

ney borrowed in the public works. This Will it not be advisable to require all peramount, of between two and three millions, sons connected with the Board of Public has been, in some manner not yet fully ex. Works, to close up their accounts to a day plained, dissipated and sunk in the opera-designated, and in future have all moneys the bank,) is on tion of financiering in the creation and man-collected for State purposes placed under the care and control of the State Treasurer, At the close of the year 1835, the Ohio and all payments hereafter made, whether

INDIANA.

We extract from the late message of the Governor, all which in any way relates to public works. Looking merely to the facts disclosed, it certainly reads a terrible lesson on the evils inseparable from debt. These are mostly aggravated by repudiation or non-payment. If any consider the remarks in this number as too severe on the general policy of State works, let them peruse this message, and then say whether it More than a million of dollars is drawn from be possible to exaggerate the evils which the substance of the people of the State an- have been inflicted on the people here, and on the thousands abroad, who have invested their little all in State securities, when we see ten millions expended in a new State without a solitary mile of canal or railroad

The subject of our State debt is of primary importance, and demands our attention. On consulting the best sources of ural address:

The subject of internal improvements is a correct statement of the nature and with perhaps a few unimportant variations:

Funded Debt.

On account of Wabash and Eric Canal,	1.727,000
Internal improvements, (proper,)	8,900,000
Bank,	2,403,000
Madison and Indianapolis Railroad,	456,000
Lawrenceburg and Indianapolis Railroad,	221,000
Surplus Revenue,	291,000
Interest, and to redeem Treasury Notes,	1,100,000

\$15,111,000 Of these there have been redeemed and cancelled in 1,829,000 Bonds, -There were cancelled without heing put into circula-tion of the \$1,100,000, be-

1,064,000 ing 7 per cent. Bonds, 2,893,000 Outstanding, \$12,218,000 Of these the Bank regularly pays the in-1,390,000 terest on \$10.828,000 Leaving

amount of the public debt contracted on ac. of these agent's accounts, at the close of On which no interest is paid, and no provi-

Of this sum, 100,000 dollars bears 6 per cent. interest-\$10,692,000, 5 per cent. interest—and \$36,000, 7 per cent. interest.

The annual interest, therefore, on the funded debt, (exclusive of what is paid by

\$6,000 \$100,000 at 6 per cent. 36,000 at 7 per cent. 10,692,000 at 5 per cent. 534,600

It is far more difficult to pay the interest contracted during the late swell and reflux in passed upon by the officers under whose di- on a foreign, than on a domestic debt. In the paper money system, commencing with rection the service may have been per the former case, there is an annual drain of 1836, and ending in 1842, and showing, formed? A prudent husbandry of the re- the precious metals, which directly (and unwhat similar occurrences in other countries sources of the State, an economical admin- der the present banking system, to a far and at other times have never failed to existration of the public affairs, a sacred regreater extent, and indirectly,) diminishes emplify, that government debt has been the gard to the public credit, and punctuality in the circulation of the country. In the unfailing concomitant of the growth and ex- the liquidation of the public debt, will, I latter case, the interest is paid to cititrust, always distinguish our State govern- zens residing in the same country, in the local currency,-it still remains in

debt, were it not due to its own subjects. this matter, before the present anxiety of diation. Their onerous taxes could not be borne, if the people to discharge the debt is succeeded they were not simultaneously received from by apathy and despair. and paid out to persons inhabiting the same

of industrial products.

will not suffer inyself to doubt, are willing tionate resources, with which they must as actively employed as the embarrassments—nay, anxious—to meet all our just oblihave first made themselves acquainted, but connected with the work would permit. gations. With them it is not a question of on the expected productiveness of the works inclination but of ability. But the extent of for the construction of which the loans ery facility consistent with other interests, the debt, the actual condition, and means of the state, and a more thorough examination more cheaply and speedily by individual As it will be attended with no further exof the whole subject, have only served to enterprise than by government—that when pense to the State, the lands granted by confirm me in the opinion I expressed on a completed they would be equally as profita. Government being deemed sufficient for its former occasion, that it is beyond our pow-ble to the purchasers as to the State, if she construction, the sooner it is completed the er to meet our liabilities. Indeed, so far as were the proprietor; and that they could better will it be for every interest concerned. my observation has extended, the opinion make payment for them at the cost of con- By a joint resolution of the last Legislahual message "that we cannot now pay the On the other hand, the advantage to the municate by mail with the Governor of

ceived a communication from Boston, en-closing a memorial from sundry of our bondholders in London. It was only com-to finish—that the benefit to our citizens and credit out was performed, but no in-

done.

commend that provision be made by law for to the unfinished works, to prevent the ex-rendered the act of the last session prothe appointment of one or more commission- action of extravagant tolls and charges, and viding for that institution, inoperative, has ers, to receive any such communications as that the works themselves should ultimately been received, but not in time to be noticed may be hereafter addressed to the authorities of the State, in reference to this matter, Other restrictions might be added, if found It will at an early day be submitted to you in the hope of making an arrangement as to necessary, for the rights of the respective for such action as you may deem advisable. all our just debts, which, while it will bring parties. the subject within our means, will save the

the State, and I have great confidence that to secure their rights. if, in the manner proposed, a plan for extin ballot box, will not be made in vain.

The settlement of this question would in- By the adoption of some such measure fuse more of confidence throughout the com- for receiving overtures from, and negotia-

petent for me to acknowledge its receipt, would, in that case, be as great as though formation has yet been received of the express my individual opinion as to the ability of the State to meet their claims, and engage to lay the memorial before the employment to our labor and a market for aminers of the Infirmary at Lafayette for General Assembly, which is accordingly

I am aware that by an act of our Legishonor of the State and be satisfactory to our lature of 1842, the privilege was extended creditors. Such an arrangement should, of to our creditors to purchase from the State course, not be binding until ratified by the all or any part of these works without reconfirmed by a direct vote of the people, bonds at their face. Although no bonds duly ratified at the polls by her citizens.

Few among us, I hope, would be found willing to repudiate any just claim against they might desire further legislative action of Railroad Company.

Power might also be conferred on the guishing the debt is matured and agreed up. same Commissioners to negotiate with our on, -one which in terms will be feasible and creditors in relation to the latter mode, subclearly brought within the ability of the ject in like manner to the ratification of State to meet, that an appeal to the moral the People, if the Legislature, on a full exit advisable.

munity, would improve the credit of our ting with, our creditors, preliminary to a final adjustment of the whole matter, we mont and Massachusetts with the Springfield migration and hasten the improvement of shall give stronger evidence of that sincere and Northampton railroads.

the same community, and no material di-minution in the circulation is occasioned. Our creditors, too, when there desire, which I am satisfied is felt among oughly informed of our condition, and the The government of Great Britain would extent of our means, will, it is hoped, see of the State and of its citizens, than by be crushed under the weight of its immense their own interest in an early adjustment of vague and general professions against repu-

No official information has as yet been received of the progress made during the In some of the indebted States, the pay present year, in the extension of the Wacountry. A constant drain of specie canment of their foreign liabilities by a sale of bash and Eric Canal from Lafayette to
not be long sustained by any country, unless the vacuum thereby occasioned is from favor of this policy in our own State, it has that the report of the Superintendent will time to time replenished by the exportation been urged by some that our creditors ad seen be communicated to you, and that that vanced the loans, not on the ability of the officer, the contractors and others engaged in The great mass of our fellow citizens, I State to make payment with its dispropor. the construction of the canal, have been

advanced by my predecessor in his last an- struction, in our depreciated bonds at par. ture, the Executive was requested to cominterest on our public debt," is universally State by the adoption of such a measure, it New York, expressive of the desire that the entertained among the people of the State. has been suggested, would be, that these privilege of a drawback on salt manufactu-Since the last adjournment, I have re- works would thus speedily be completed, red in that State, and delivered at Lafay-

debt would thus be proportionally absorbed. navigation of the Wabash and Eric Canal, Under all the circumstances, I would re- Provision might be made to limit the sales in which they set forth the causes that have

BALTIMORE RAILROAD.

In the Virginia Legislature, on Tuesday, Mr. Jackson presented a petition from the Baltimore and Ohio Railroad Company, Legislature, or what is perhaps better, until striction, making payment therefor in our asking permission to terminate their road on the Ohio river, at some point not lower The latter, it is understood, was the course have been received in this way, it may have adopted by Michigan in relation to a portion arisen from the fact, that it not only regentleman presented memorials from the of her debt, and that the arrangement was quiese that it is not only reof her debt, and that the arrangement was quires the joint action of a considerable people of several of the Western counties

MILL CREEK RAILROAD.

We learn that a company has purchased this Railroad from the present proprietor, Mr. Holkins, and intend laying down subtantial wide tracks, similar to the Reading sense of the citizen for his approval at the amination of the whole ground, shall deem Carbon. The connection will be made early in the spring .- Miners' Journal.

A Railroad is projected from Hadley

15			ROAD SHARE-LIST		NEW AND	PROPOSED SI
	opened. s, in pounds.	s, in peunds, to be raised mortgage. s, in pounds at dates of nuce sheets.	Cost of working in pounds for six months as stated in lates ballance sheets. Total earnings, in pounds for six months as stated in latest ballance sheets.		RAILV	WAYS. Caj
	Miles opened. straight opened, is the post orized to be rahares.	sums, in pound rized to be raise an or mortgage. sums, in pound ded at dates balance sheets.	mo m	ė .	Aberdeen	
NAME OF RAILWAY.	in to b	to in north	work for six in late sets. earning for six in late share.	cent.	Belfast and B	
NAME OF RAILWAY.	sed mis	ms d a	sh seem sh	6 1 -	Blackburn, &	
1	Mile oriz	tal sums, thorized to loan or m	it of inds fatted ce she ce sh	e e	Birk. and Che	
1	Miles op Totsl sums, authorized to by shares.	Total author by loan	se standard se di		Solt. Wigan	and Liverpool 80
Arboath and Forfar	15 102,000		0 12 6		Calcdonian Cambridge an	
Birmingham' and Gloucester	55 1,187,500			2 10 0 100 10	O Chatham and	Portsmouth. 5,00
Brandling Junction	23 161,700	365,170 481,45	2	4 10 0 50 5	4 Chester and	Wrexham 120
Bristol and Gloucester					65Churnet valle	
Chester and Birkenhead Dublin and Drogheda	14 1-2 750,000 31 450,000	143,170 518,98 150,000 500,86			22 Direct Northo 22 Dublin and B	
Dublin and Kingston	6 200,000			6 0 0 100 16	Dundee and	Perth 25
Dundee and Arbroath	16 3-4 100,000	49,445 153,41		5 0 0 25 2	295 Edinburg and	Northern 80
Durham and Sunderland East County and North and East		124,055 270,39 1,341,1553,931,90		nihil. 34 2	Ely and Bedf	ford
Edinburg and Glasgow		375,000 1,649,52	3 29,429 55,8661 2 6	4 10 0 50 5	7 Gt. South. an	nd West. Ext. 1,20
Glasgow, Paisley and Avr	51 937,500	1,066,95	1 12.446 36.736 1 2 6	4 10 C 50 6	OCGt. Grimsby	and Sheffield 600
Glasgow Paisley and Greenock,	22 1-2 650,000	216,666 787,88	1 11,572 23,177.0 5 0	2 0 0 25 1	25 Harwich & E	E. coun. Junc. 160
Grand Junction				3 5 0 100 21	9 Huddersfield 9 Kendal and V	& M.rl. a cl. 600 Windermere 123
Great Western	221 3-4 4,650,000	3,679,343,7,272,53	9 132,235 369,904 3 10 0	7 0 0 75 13	8 Leeds and De	ewsbury 400
Hartlepool	15 1-2 438,000	155,540 719,20	5	8 0 0 100	. Leeds and Th	hirsk 800
Leitester and Swannington		407 750 1 720 82		5 0 0 50	. Liv. Ormskirl	k & Preston. 600
Liverpool and ManchesterLlanelly	27 1,209,000	497,750 1,739,83 44,000 221,62			3 London and L	Portsmouth . 1,750 York 5,000
London and Birmingham	112 1-2 6,874,976	1,928,845 6,393,46	8 92,823 405,768	10 0 0 100 21	8 Lodonderry &	& Enniskillen 500
London and Blackwall	3 3-4 804,000		0 15,978 23,870	16	65 Lynn and Ely	y 200
London and BrightenLondon and Croyden	56 - 1,793,800 8 1-2 550,000	998,350 2,630,45 229,000 761,88	1 29,372 84,880 0 12 0 5 7,583 10,545 0 5 0		7 Manchester, l 7 Manchester a	
London and Greenwich	3 3-4 759,383	233,300 1,040,93			O Mullingar and	
London and South Western	92 3-4 2,222,100	630,100 2,596,29	1 68,457 150,469 1 12 6	6 10 0 41 7	3 Newcastle and	d Berwick 700
Manchester and Birmingham	31 2,100,000	690,586 1,923,69	9 15,397, 58,162 1 0 6		8 Richmond &	
Manchester and Bolton	10 778,100 81 2,937,500	197,730 - 773,74 $1,943,932,3,921,59$			0) Scottish Cent	
Midland railway		1,719,630 6,279,05	6 76.983 281.898	100 9	6CShrewsbury a	and Gd. June. 400
Newcastle and Carlisle	61 878,210	188,563 1,135,069		4 0 0 100 10	5 Shrew. Wolv.	. Dudly & B. 900
Newcastle and Darlington	23 500,000 7 150,000		8,943 18,466	nihil. 21 4 2 0 0 50 3	9)Trent Valley. 7 West London	Extension. 64
North Union	39 739,201		9,071 37,791 2 10 0	6 16 8 100 10	West Yorksh	ire
Paris and Orleans	82 1,600,000	400,000 1,978,413	5 0 16 0	8 0 0 20 3	95 Whitehaven &	& Maryport 100
Paris and Rouen		150 050 '955 10	31,247 91,171		8 FRENCH R	TAILWAYS.
Sheffield and Manchester		179,852 355,16 311,759 951,45				Amiens 1,500 ance 1,280
South Eastern	88 2,996,000	1,530,277 3,464,17			Uvons and A	vignon 2,400
Taff Vale		154,785 590,000	6 8,509 18,414 1 0 0	6 5 0 100 5	5) Orleans Tours	s & Bordcaux 2,000
Ulster Yarmouth and Norwich	25 519,150 20 1-2 187,500	20,000 348,626 62,500 230,256		5 1 8 29 3 nihil. 16 2	Paris and Ly	ons
York and N. Mid., and Leeds and Selby	28 1,062,500	167,500 676,64	27,132 55,752 10 01	0 0 0 50 100	Paris and Ro	uen 1,440
······	min	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	······································	·····	~~~~	~~~~~
NAME OF COMPANY, Num. of An	u't. of Amount, Div.	p c. Last Presen	NAME OF COMPANY	Num. of	Am't. of Amount share. paid.	Div. p.c. Last Pre
shares. sh	hare. paid. per a	nn. price. price.	Loughborough	70	142 3-4 142 3-4	70 1140 4
AngloMexican Mint 10,000 1 Anti dry Rot 10,000	0 10	15 7-8 15 7-	8 Monmouthshire	2,409	100 100	10 160 160
Anti dry Rot		04 1 0	. Melton Mowbray			10 117 117
General Steam Navigation 20,000 1			Macclesfield			2 1-2 15 15
Gt. Western Steam Pa	100	25	. Neath	217	100 100	17 365 365
Metropolitan Wood Pav 15,000 1 Patent Elastic Pav 10,000	$\begin{bmatrix} 0 & 6 & 5 \\ 1 & 1 & 5 \end{bmatrix}$		SOxford			30 505
Peninsular and Oriental 11,493 5	0 50 7		Regents or London		33 3-4 33 3-4 125 125	2 5-8 25 25 6 120 120
Ditto	0 40 7		Somerset coal	800	150 150	7 1-2 123 123
Polytechnic Institution 5,387 10	0 100 6	1	Stafford and Worcester	700	140 140	25 480 480
R. Mail Steam Packet 15.000 10		1-2 104 101 36 1-2 37	Shrewsbury	300		12 230 230 14 360 360
South Western Steam 4 000 9	5 5		Stroudwater			19 300 300
Ship Owners' Towing 3,000 1 Chames Tunnel 4,000 5	0 50		. (Swansea	533	100 100	15 240 240
Thames Tunnel			Severn & Wyc & Rail. A	v 3,762	26 1-2 26 1-2	5 1-2 30 30
. Canal			Trent and Mersey Thames and Medway		50 50 19 1-4 19 1-4	65 495 10
shby de la Zouch 1,432[11]	3 av. 4	170 , 70	(Warwick and Birmingha	m,000	100 100	10 1-2 167
Farnsley	0 1100 14	180 180	Warwick and Napton	980	100 100	8 1-2 122
o. and Liverpool Junet 4,000 16	8 3-4 79 10		Riemingham	Water		25 81 00 11 00
oventry		365 365	Birmingham East London	4,800 4,433 1		3 5-8 28 28 8 223 225
roinford	do. do. 24	250 250	SGrand Junction	5,500	av. 41 2-3	7 1-4 88 90
	do. do. 9	105 105	New River L. B. Ann.	1.500		2 1-2
	do. do. 32 0 1-2 40 1-2 4	440 440 440	Manchester and Salford . Vauxhall, lt. S. London .	6,486	av. 30	8 3-8 57 55 5 55 55
orth and Clyde 1.297 400			West Middlesex	8,294	av. 63 5-8	6 5-8 126 127
orth and Clyde		00	5	Doc		
orth and Clyde	lo. do	20	(
orth and Clyde	lo. do	8 8	Commercial Dock	1,065.1	.00 100	3 >0
orth and Clyde	do. do do. 150 8	8 8 185 185	CEast and West India	1,065 1	00 100 ·	5 1-4 137
orth and Clyde	do. do do. 150 8 7 1-4 47 1-4 3 100 34	8 8	Commercial Dock East and West India London St. Katharine Southampton	1,065 1 3,238,310 1,352,752	.00 100	

AM		N STATE				. 1	ETC				
STATE WORKS.	Lengt in mile		Income.	Expend.	Income.		nd. 13 to	e State C	anals a	re all 4 feet deep, and d 80 to 90 feet in len	the locks a
N. Y. 1 Black river canal-(4 years' deficienci	es) 35	2,066,285								lowed on the yes	
" 2 Cayuga and Seneca—(14 years' def.).	21	419,830			• • • • • • • • • • • • • • • • • • • •					ix millions paid f	
4 Chemung—(11 years' def.)	23	1,257,604 1,012,685	8.140	14.486			The			ncluded, principal	
" 5 Chenango—(? years' def.)	97	3,267,590 263,950 20,435,400	16,195	15,937			quir			r their completion,	
" 6 Crooked lake-(10 years' def.)	8	263,950	461	3,674			on v	vhich is	much	reater than the esti	mated gros
" 7 Erie—enlargement of	363	20,435,400	1,889,316				inco			nals when finished	
" 8 Genessee valley—(5 years' def.) " 9 52 miles opened, cost \$1,500,000	120	4,167,810								600,000 and \$600.	
" 10 Oneida lake—(4 years' def.)		85.082	225	2.239			85.5			400,000 are \$39,00	
11 Oswego-(14 years' def.)	38	882,399	29,147	22,742			000	respecti	rely.		
Pa. 12 Beaver division canal	25							e have	not be	en able to procure	the last re
" 13 Delaware canal	60									ourg. The total	
" 15 Main line							the	cost abo	at 30 n	uillions.	-
" 16 Columbia railroad	82								nts for	1814 are as follows	
" 17 Susquehanna division canal	39							al tells,			578,40
" 18 Juniata canal								road toll		-, -,	- 252,85 319,59
" 20 Western division canal							Tru	ive pow	21,		13.47
" 21 North branch Susquehanna canal							T	cks, otal rece	ipts.		\$1,164,32
" 22 West branch Susquehanna canal	72						OI V	писи ф	100,000	is from 116 miles	of railroad
" 23 Year ending 30th Nov										550 miles of canal	
Ohio 24 Hocking canal				30 006	4,926					dio are supported by the supported by the dollar. The	
" 26 Miami extension				38,826						ne State, which yiel	
" 27 Muskingum		1,602.018	23,167		28,241					844 \$515,393, the	
" 28 Ohio	310	4,600,000	322,754	123,398	338,267		'43	being \$1	5,577,	233. The increase	of '44 ove
27 Wallash				6,400						, though the year	
" 30 Walhonding				39,005 1,782				ever be		crease throughout	the countr
Ind. 32 Sundry works		11 000 000		1,702	3,017		T			s on sundry works	vield no ir
" 33 Maume canal			1				com			1.	
Ill. 34 Sundry works		10 000 000					T	he Cent	ral M	ich.] railroad suppe	ns itself a
Mich. 35 Central railroad.	}	2,776,297	149,987	75,960			well	as the	Sout	hern road, and fu	rnishes th
	~~~	~~~	24,004	7,907	~~~~	~~	~~~	~~~	~~	Atension.	-
CANALS.	Length in miles.	Cost.	1843. Income Gross.	e. pe		ome.	per			REMARKS.	
Blackstone											
Bald Eagle Navigation										1	
Beaver and Sandy, (part)		1,000,000									
Charleston, (S. C.)	184	19 370 470	A= 62=	• • • • • • • •	••  •••••				time !	may, perhaps, at be enabled to give	seme tutur
Conestota.		300,000	47,057					1	lars o	f all these canals.	The Ches
Delaware and Chesapeake	13								aprak	e and Ohio canal	is not ye
Schuylkill		3,500,000	279,795 10	$2,221 \dots$					compl	ete to the coal min	es, hence it
FarmingtonJames river and Kenhawa	•••			2					triffin	g income. The	Morris ha
									Carrie	of its original	rost Th
Middlesex											
Middlesex	10	200,000				1	11.		Schus	lkill canal steck	-has faller
Middlesex	10 43	200,000				1	11.		Schus	lkill canal steck	-has faller ofits are ar
Middlesex Port Deposit. Delaware and Raritan. Southwark	10 43	200,000 2,900,000 300,000	99,623 5	3,327					Schuy from plied	lkill canal steck 150 to 50. The proto paying off debts	-has faller ofits are ap
Middlesex Port Deposit. Delaware and Raritan. Southwark Tide Water.	10 43 45	200,000 2,900,000 300,000 2,900,000	99,623 5	3,327					Schuy from plied	lkill canal steck	-has faller ofits are ap
Middlesex Port Deposit. Delaware and Raritan. Southwark	10 43 45	200,000 2,900,000 300,000 2,900,000	99,623 5	3,327					Schuy from plied	lkill canal steck	-has faller ofits are ap
Middlesex Port Deposit. Delaware and Raritan. Southwark Tide Water. Union	10 43 45	200,000 2,900,000 300,000 2,900,000 2,000,000	99,623 5	3,327					Schuy from plied	lkill canal steck	-has faller ofits are ap
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5	3,327		· · · · · · · · · · · · · · · · · · ·		al.	Schuy from plied	rikill canal stock 150 to 50. The property of debts	has faller
Middlesex Port Deposit. Delaware and Raritan. Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.	10 43 45 80 101	200,000 2,900,000 300,000 2,990,000 2,009,000 1,000,000	99,623 5	3,327		· · · · · · · · · · · · · · · · · · ·		al. Estin	from plied to	philli canal stock 150 to 50. The property of debts of the property of the pro	ofits are ap
Middlesex Port Deposit. Delaware and Raritan. Southwark Tide Water Union Morris Dismal Swamp.  CANADIAN CANALS.	10 43 45 80 101	200,000 2,900,000 300,000 2,990,000 2,000,000 1,000,000	99,623 5	Size of local Width.	cks. Depth on mitre sill. feet.	Widd Botto	h of can m. Surfa	al. Estin	from plied to	plkill canal stock 150 to 50. The property of debts spended 1 151 1513. We have	e no report
Middlesex Port Deposit. Delaware and Raritan. Southwark Tide Water Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho	10 43 45 80 101 Length in miles	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5	Size of local Width.	Depth on mitre sill.  feet. 8 1-2	Widi Botto	h of cam m. Surfa	al. Estin	from plied to	pikill canal steck 150 to 50. The property of debts appropriate of the property of the propert	e no report
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville  ( not ad	10 43 45 80 101 Lengtlin miles wasie 28 ded 21	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 200,000 1,000,000	99,623 5:    1	3,327 Size of loc of Width. feet. 26 1-2 26 1-2	Depth on mitre sill.  feet. 8 1-2 8 1-2	Widd Botto feet 45 35	h of can m. Surfa fee 81	al. .ce. Estin	from plied to	pikill canal steck 150 to 50. The pr to paying off debts arended to pp. 1843. We hav since Sept and are no	e no reportember 1844
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland below	45 80 101 Length in miles 28 ded 21 v. 11-:	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 200,000 1,000,000	99,623 5	Size of local Width.	Depth on mitre sill.  feet. 8 1-2	Widi Botto	h of can m. Surfa fee 81	al. .ce. Estin	from plied to	Apended to pp. 1843.  We have since Sept and are no regular sta	e no reportember 1843
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland The St. Lawrence canal	45 45 101 Length miles 28 ded 21 v. 1 1-5	200,000 2,900,000 300,000 2,900,000 1,000,000 2,000,000 1,000,000 2,000,000 1,000,000	99,623 5:  1ge Length a chamber feet. 150 200	Size of local field width. feet. 26 1-2 45	bepth on mitre sill.  feet. 8 1-2 9	Widt Botto feet 45 35 45	h of can m. Surfa fee 81 71 85	al. ce. Estin	from plied to	Appended to 59. The property of debts to paying off debts of the paying of the paying of the paying off debts of the paying of the pay	e no reportember 184; taware the tements call give truost and in
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland The St. Lawrence canal Galops and Port Cardinal	10 43 45 80 101 Length in miles 28 ded 21 1-5 2	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000	99,623 5.    Sect.   S	Size of local for Width. feet. 26 1-2 45	Depth on mitre sill.  feet. 8 1-2 8 1-2 9	Widt Botto feet 45 35 45	h of can m. Surfa fee 81 71 85	al. Estin	Schuy from plied 1	Apended to pl. 1843.  AS5,572 We have since Sept and are no regular sta culated to ideas of corne are	e no reportember 1844 taware tha tements cal
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland The St. Lawrence canal	10   43   45   80   101     Length in miles   28   ded   21   v.   1   1-5   2   4	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000 2,001,000,000 1,000,000 2,001,000 1,000,000 1,000,000 2,001,000 1,000,000	99,623 5	Size of local field width. feet. 26 1-2 45	bepth on mitre sill.  feet. 8 1-2 9	Widt Botto feet 45 35 45	h of can m. Surfa fee 81 71 85	al. Estince. Estince. 4. 3,948	from plied to	Apended to pp. 1843.  We have since Sept and are no regular sta culated to ideas of come are 1973 lished.	e no report ember 1843 t aware the tements cal ) give tru ost and in ever pub
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids.	Length in miles 28 ded 21 1-1-2 4 3-11 1-5-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-11 1-1-1	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000 1,000,000 31 328 1 6 2 1 6 2 7 2 11 1 1 3 1 1 7 48	99,623 5	Size of loc Size of loc Width. feet. 26 1-2 45 45	bepth on mitre sill.  feet. 8 1-2 9 9 9 9	Widi Botto feet 45 35 45	h of can m. Surfa fee 81 71 85	al. Estimote Estimote 672	Schuy from plied 1	Apended to pp. 1843.  485,572 We have since September and are no regular staculated to ideas of come are 1973 lished.  About	e no reportember 184; taware the tements can give true ost and ir ever put 3 million
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville for and below The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro	10   43   45   80   101	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 7 No. of Locks locks. in fee 31 328 1 6 2 1 6 2 1 1 1 3 1 2 7 48 9 82 1	99,623 5.    Sect.   S	Size of local feet. 26 1-2 45 45 45 45 45	best on mitre sill.  feet. 8 1-2 9 9 9 9 9	Widd Botto feet 45 35 45 50 50 100 80	h of can m. Surfa fee 81 71 85 90 90 90	al., ce. Estin  i. 3,948  672  8651  1,190	Schuy from plied 1	Apended to a since Sept and are no regular sta culated to ideas of c corne are lished. About hand a since Sept and are no regular sta culated to ideas of c corne are lished. About hand are since Sept and are no regular sta culated to ideas of c corne are lished. About hand are since Sept and are no regular sta culated to ideas of c corne are lished. About hand are since Sept are	e no reportember 1843 taware the tements callost and in ever put 3 million expende
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland Delor The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Farren's point. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids.	10   43   45   80   101	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000  2	99,623 5.    Sect.   S	Size of local for Width. feet. 26 1-2 45 45 45 45 55	bepth on mitre sill.  feet. 8 1-2 9 9 9 9	Widd Botto feet 45 35 45 50 50 100	h of can m. Surfa fee 81 71 85 90 90 150	al. Estin 3,948 t. 3,948 677 1,190 old co	Schuy from plied   E	Apended to	e no reportember 1843; taware the tements cale give truest and in ever pub 3 million expende 43. Gros '43, \$104.
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland belor The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do.	10   43   45   80   101   Length in miles   28   ded 21   1   1   2   4   3   4   11   1   4   11   1   1   1   1	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000  21 328 1 6 2 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	99,623 5.    Sect.   S	Size of local feet. 26 1-2 45 45 45 45 45	best on mitre sill.  feet. 8 1-2 9 9 9 9 9	Widd Botto feet 45 35 45 50 50 100 80	h of can m. Surfa fee 81 71 85 90 90 90	al., ce. Estin  i. 3,948  672  8651  1,190	Schuy from plied   E	Apended to be	e no reportember 1843 taware that tements can give true ost and ir ever put 3 million expende '43. Gross'43, \$104. 82 miles o
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville not ad Broad creek branch to Port Maitland below The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do. Total from lake Erie to the sea.	10   43   45   80   101	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000  2	99,623 5.    Sect.   S	Size of local feet. 26 1-2 45 45 45 45 45	best on mitre sill.  feet. 8 1-2 9 9 9 9 9	Widd Botto feet 45 35 45 50 50 100 80	h of can m. Surfa fee 81 71 85 90 90 90	al. Estince. Estince. 3,948 672 867 1,190 old cold cold cold cold cold cold cold c	Schuy from plied plied s. 5,3,5722,	Apended to	e no reportember 1843 taware the tements can give true ost and ir ever pull 3 million expende '43. Gross' 43, \$104 82 miles o
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville not ad Broad creek branch to Port Maitland belov The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Cotean, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do. Total from lake Erie to the sea. Chambly.	10   43   45   80   101	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 2	99,623 5:  1ge Length a chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327	Pepth on mitre sill.  Feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Widd Botto feet 45 35 45  500 500 100 80 80	h of can m. Surfa fee 81 71 85 90 90 150 120	al. Estin i.e.e. Estin 3,948 677 1,190 old ci.,001 200	Schuy from plied 1	Apended to paying off debts  Apended to paying off debts  Apended to pp. 1843.  We have since Sept and are no regular sta culated to ideas of come are lished.  About have beet since Sept 400,000 64,439 306, upon canal costi	e no reportember 1843 taware that tements can give true ost and ir ever put 3 million expende '43. Gross'43, \$104. 82 miles o
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do. Total from lake Erie to the sea.	10   43   45   80   101	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000   No. of Locks in fee  31 328 1 6 2 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	99,623 5	Size of local for Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 88 88 88 88 88 88 88 88 88 88 88 88 88	Per Section 1 Per Section 1 Per Section 2 Pe	Widd Botto feet 45 35 45 50 50 100 80 80	h of cam m. Surfa fee 81 71 85 90 90 150 120 120	al. Estin 3,948 t. 3,948 t. 3,948 t. 3,948 t. 1,001 cld cs 1,001 t. 200	Schuy from plied p	Apended to paying off debts to paying off debt	e no report ember 1843 t aware the tements cal give tru ost and in ever pub 3 million 1 expende 13. Gros 143, \$104, 82 miles o ng nearly
Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris Dismal Swamp  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland belov The St. Lawrence canal Galops and Port Cardinal Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do.  Total from lake Erie to the sea. Chambly  COAL COMPANIES.	Length in miles   Length in miles   28   ded 21   1   1   1   1   1   1   1   1   1	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000  2	99,623 5:	3,327	Per le de la contraction de la	Widd Botto   45   35   45   50   50   50   80   80	h of cam m. Surfa fee 81 71 85 90 90 150 120 120	al. Estin 3,948 t. 3,948 t. 3,948 t. 3,948 t. 1,001 cld cs 1,001 t. 200	Schuy from plied p	Apended to paying off debts to paying off debt	e no report ember 1843 t aware the tements cal give tru ost and in ever pub 3 million 1 expende 13. Gros 143, \$104, 82 miles o ng nearly
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland below The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Cotean, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do.  Total from lake Erie to the sea. Chambly.	10   43   45   80   101	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000  2	99,623 5:    See   Length of chamber   150   150   200    -2   200   -2   200   -2   200    -2   200   -2   200    -2   200   -2   200    -2   200   -1   120    -3   120   1   1   1   1   1   1   1   1   1	3,327 Size of local form of Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	Per le de la contraction de la	Widd Botto feet 45 35 45 50 50 100 80 80	h of cam m. Surfa fee 81 71 85 90 90 150 120 120	al. Estin (ce. Estin (	Schuy from plied plied sate. S. 3,572 2, 3,372 1, 3,000 Value steck.	Apended to paying off debts to paying off debt	e no report ember 1843 t aware the tements cal give tru ost and in ever pub 3 million 1 expende 13. Gros 143, \$104, 82 miles o ng nearly
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal  Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland belor  The St. Lawrence canal.  Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do.  Total from lake Eric to the sea. Chambly.  COAL COMPANIES.	Length in miles   Length in miles   28   ded 21   1   1   1   1   1   1   1   1   1	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000  2	99,623 5:    120   120	3,327 Size of local form of Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	Per le de la contraction de la	Widd Botto feet 45 35 45 50 50 100 80 80	h of cam m. Surfa fee 81 71 85 90 90 150 120 120	al. Estin (ce. Estin (	Schuy from plied plied sate. S. 3,572 2, 3,372 1, 3,000 Value steck.	Apended to paying off debts to paying off debt	e no report ember 1843 t aware the tements cal give tru ost and in ever pub 3 million 1 expende 13. Gros 143, \$104, 82 miles o
Middlesex Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal Main trunk from Port Colborne to Port Dalho Junction branch to Dunville Broad creek branch to Port Maitland belor The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. Cornwall, passing the Long Sault rapids. Beaharnois, do. Coteau, Cedars and Cascades ro Lachine, do. Lachine rapids. Enlargement of do.  Total from lake Eric to the sea. Chambly.  COAL COMPANIES.	Length in miles   Length in miles   28   ded 21   1   1   1   1   1   1   1   1   1	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000  2	99,623 5:    120   120	3,327 Size of local form of Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	Per le de la contraction de la	Widd Botto feet 45 35 45 50 50 100 80 80	h of cam m. Surfa fee 81 71 85 90 90 150 120 120	al. Estin (ce. Estin (	Schuy from plied plied sate. S. 3,572 2, 3,372 1, 3,000 Value steck.	Apended to paying off debts to paying the paying off debts to	e no report ember 1843 t aware the tements cal give tru ost and in ever pub 3 million 1 expende 13. Gros 143, \$104, 82 miles o

		Le ngtl		1 18	N RA	Div.	1 18	41.	Div.	Value	1
	RAILROADS.	in miles.	Cost.		ome.	per cent.	Inc	ome.	per cent.	of	REMARKS.
e. I	1 Incl'd. in "Bost. & Me." & "Eastern."	- mnes		Gross.	-Neit.	cent.	Gross.	Nett.	cent.	Stock.	We have no returns from the M
H.	2 Concord								13		
SS.	3 Boston and Maine	109	1,384,050	178,715	68,499	6				1	
-	4 Boston and Lowell	28	1,863,746	277,315	144,000	8					setts roads will soon be out. The
	5 Boston and Providence	41	1,900,000							1	crease for '44 is very great; the rec
	6 Boston and Worcester	48 21	2,885,200								of the Western road being about \$
	8 Charlestown branch				17,500	13					900.
	9 Eastern	105	2,388,631								
1	10 Fitchburg										*
	11 Hartford and Springfield	25 1-									
	12 Nashua and Lowell	14 1-			04.000						
- 1	13 New Bedford and Taunton 14 Norwich and Worcester	20 59			24,000					(20)	4.
	15 Taunton branch	11	2,166,566	102,330					3	67'	
	16 West Stockbridge	3	200,000							.6	
1	17 Western, (117 miles in Mass.)	150	8,319,520	573,882	284,432					92	
	18 Worcester branch		5,500								
	19 Hartford and New Haven	38	1 314 139							92	
	20 Housatonic,	74 48	1,244,123 2,600,000	112 000		• • • •	150,000	PO 015		40	
Y.	22 Attica and Buffalo	31 1-9	268,275	45.896	7 590		131,724	19,640		40	
1	23 Auburn and Rochester	78	1,727,361	189,693	112,000					110	Ithaca and Oswego and Catskill
100	21 Auburn and Syracuse	26	743,931	86,291	27,334			:			Canajoharie roads were sold by the s
	25 Buffalo and Niagara	• • • • •									The former does little, the latter noth
3	26 Erie,(416 miles, )	59	5,000,000		40.000	• • • •				28	
4	28 Harlem	53 26	2,200,000								
	29 Hudson and Berkshire	40	2,300,000								1
	30 Long Island	95	1,500,000							77	
	31 Mohawk	16 34	1,030,919	69,948	58,780						
	32 Tonnawanda	43	600,000	76,227							
	33 Troy and Greenbush	6	180,000								Part of the New York and Alban
	31 Troy and Saratoga	25 20 1-2	475,865	44,325	21,000		,	,		• • • • • •	•
6	36 Schenectady and Saratoga	20 1-2	633,520 300,000	49 949	3 000		• • • • • • •	• • • • • •			
	Utica and Schenectady	78	2,124,013	277.164	180,000	9				131	
	38 Utica and Syracuse	53	1,080,219	163,701	72,000					119	
J. 🗟	39 Camden and Ambov	93	[3,200,000]	682,832	383,880						
	10 Elizabethtown and Somerville	26	500,000			]					
1.4	11 Morris and Essex									• • • • • •	
2 1	13 Paterson	32 16	2,600,000		• • • • • • •						
. 11	14 Beaver Meadow	26	300,000 1,000,000		• • • • • • •			,	• • • •		
1	15 Cumberland valley	46	1,250,000						••••	• • • • • •	,
11	lo Franklin	10 1-2				1					
	Harrisburg and Lancaster*	36	860,000								
4	8 Hazleton branch* 9 Little Schuylkill	10	120,000								The costs of those roads mark
5	0 Lykens valley.	29 16 1-9	900,000	• • • • • • •	• • • • • •			• • • • • •			were taken from de Gerstner's re
5	Mauch Chunk	9	100,000			• • • •					published in the Journal in 1840.
5	2 Minehill and Schuvlkill Haven *	18	315,000			12		*****			
5	Norristown	20	800,000								
6	51 Philadelphia and Trenton	30	400,000								
0	55 Pottsville and Danville	29 1-9	[1,500,000]								
r	7 Schuvlkill valley	91	9,000,000			1				22	
	N Illiamsport and Elmira	10 25	1,000,000	90,000	• • • • • • • •	• • • •	• • • • • • •	• • • • • •		• • • • • •	
9	9 Philadelphia and Baltimore.	93	400,000 1,400,000	20,000		• • • •	• • • • • • •	• • • • • •		• • • • • •	
1. (	ou Frenchtown	16	1 600 000	. 1		- 1			1		~
1.	61 Baltimore and Ohio, (1st Oct.)	188	7,623,600	575,235	279,402		358,620	346.946	i	50	
-	3 Baltimore and Susquehanna	58	0,000,000				1			5	-
1. 18	Greensville and Roanoke	38 17 1-9	[1,800,000]	177.227	71.691		212 129	104 529		84	
	Detersburg and Roanoke	60		• • • • • • •		• • • • •	• • • • • •	•••••			
1	Portsmouth and Roanoke	78 1-9	850.000			- 1			••••	• • • • • • •	
16	Richmond and Fredericksburg *	G1 1-5	11,200,000			1			1		
	88 Richmond and Petersburg	22 1-	A COLUMN						1		
c.	59 Winchester and Potomac	32	DUNLERINE								
17	71 Wilmington and Raleigh *	81 1-3 161	1,000,000			1	1				
U. 7	72 Charleston and Hamburg	136	1,800,000 2,400,000			1	l l				
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10	Monroeville and Sandusky							*****	• • • •	• • • • • •	
n. S	Detroit and Pontiac.	25						• • • • • •			
12	3 Erie and Kalamazoo.	33	152,000								
0	1 Madison and Indianapolis										

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Norwich and Worcester.	25		12	91 1-2			30	92			50	92
Western	56	901-2		91 1-2		****						
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Eastern				116		• • • •						
Portland and Saco				991-2				• • • •				
Boston and Worcester							• • • • •					
Lowell								22.4				
Reading							50	22 1-4	275	22		
Stonington												
Reading bonds												
Fitchburg												
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Auburn and Rochester												
Erie			330	28 1-4	,		235	28 1-4	555	28	600	281
Harlem			220	65 1-2		,	100	66	450	65 1-4		
Long Island	250	761-2	300	761-2			295	76	650	75	800	75
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					eri I		]		80	80	50	80
Hudson and Dclaware	40	1171-4	10	117	- 6				131	1171-2	150	118
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Reading	75	44 1-2	200	44 1-4	_		50	44 1-4			50	44
Morris canal		1112	125	32			475	31 7-8	225	31	275	31
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Wilmington bonds, 6's		cc 1 0	• • • • •	• • • •			200	661-4			3,000	00
Lehigh mortgage, 6's		66 1-2								• • • •		
Harrisburg and Lancast.		• • • • •		••••		• • • • •						*
Norristown						• • • •		••••				• • • •
Philadelphia and Trenton					,							
Schuylkill canal				• • • • •				• • • •		• • • •		
Baltimore.	50	COTA							•			
Baltimore and Ohio				• • • • •								
Baltimore and Ohio bonds				• • • • •		• • • •						
Baltimore & Washington										3		
Baltimore & Susquehanna						••••		• • • • •				
Philadelphia & Baltimore						• • • •						
Frenchtown & Newcastle												

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#### AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

### Thursday, January 2, 1845.

We cannot more appropriately commence our new edition than by referring to the list of American railroads on the opposite page. This table must be regarded merely as a first approximation to what we hope shortly to make out. The difficulties in the way of obtaining information of the actual cost, income commissioners of Pennsylvania, requesting and expenses of railways are very great. In such of their reports as might be necessary proof of this we need only refer to the fact to give us data for a complete statement of the that the State of New York is unable to ob-present condition of the public works of that tain returns from her own roads. Referring Commonwealth, has not elicited a reply

tistical information, the secretary of State said in his report of March 14, 1844, (Ass. doc. No. 123,) "the New York and Erie railroad company, probably owing to the de 9 ranged condition of its affairs, has not com plied with the requisitions of the said resolu tion. The following railroad companies are also in default, viz: Buffalo and Black Rock Hudson and Birkshire, Lewiston, Long Island and New York and Harlem." these will be found the roads whose stock i most frequently changing hands, consequently the very roads with the actual condition of which the public ought to be more particu larly acquainted. We trust that the good nature of the secretary is expended, and that he will now try the other tack.

A very respectful application to the cana

and directors. It is only in Massachusetts, New York (partially), Maryland and Georgia that we have been able to procure the cost and income of their railroads, and we doubt whether it will be soon practicable to give the American public anything like the full, clear and accurate weekly statements laid before the people of England by their able and spirited railway Journals.

For the list of English railways we are indebted to the "Railway Times, and the "Mining Journal," and for the canals, docks, etc., and projected railroads, to "Herapath's Railway Journal"-periodicals from which we shall frequently extract much useful information, and that too of a kind peculiarly needed in this country.

We must apologize for the appearance of our advertisements, having been disappointed in obtaining our fonts of type.

A variety of notices have been omitted, owing to the necessity of giving Mr. Casey's paper, on the repeal of the duty on railroad iron entire in this number.

NEW YORK AND NEW HAVEN RAILROAD.

The stock of this road is said to be nearly all taken. An application will be made to the legislature of New York this winter for permission to carry the road from the Connecticut line to this city. When we see the report of Mr. Twining, the engineer, we shall be able to speak definitely on the claims of this important work; also by what route they propose to enter the city, whether by the Harlem or an independent line, and whether they propose to amalgamate with the Harlem, or to join it at some convenient point, in the manner of the Western and Worcester roads in Massachusetts.

This is the first new work which has beenprojected in the neighborhood of this city for some years, and we hail its prospects of success with unfeigned satisfaction. We gladly perceive also, that the company have employed as their engineer a gentleman of education and acquirements, as well as of varied experience in his profession, and most favorably known to the citizens of New Haven. It is to the employment of incompetent engineers that many thousand shareholders may ascribe the unproductiveness of their investments.

We are again indebted to Gerard Ralston, Esq., of London, for interesting reports, " Olservations on the Isthmus of Panama," and a to the resolution of the assembly, 2d Feb., Our numerous friends throughout the Union "Report on Steam Navigation in the Paci-1843, "requiring the several railroad com- will gradually furnish us with every detail fic :" both by William Wheelwright We panies in this State to furnish to this office, but it would be every way better could we shall carefully peruse them, and hope to find in their annual reports, certain items of sta-receive them direct from the commissioners something of interest to our readers.

(For the American Railroad Journal.) ON THE REPEAL OF THE DUTY ON RAILROAD IRON.

By W. R. CASEY, Civil Engineer.

discussing the propriety of repealing the heavy duty so lately imposed on that article. Railway bars are viewed by many as differing from round and square bars, merely it attains have such peculiar and vast influences on the social, economical and political interests of the nation as to warrant, indeed to demand, distinct legislation. A full examination of the subject is impossible here, and indeed would, from its length, defeat its great detriment of the community. own object; but a general outline of the vast interests more or less affected by this gan say: measure cannot well be without interest to the readers of the Journal.

It is known that—with insignificant exceptions-all the railroad iron in the United States has been admitted free of dutv. We may form some idea of the influence this circumstance has had on the construction of railways, when we reflect that the great majority of tracks, in the first instance, were laid with the plate-rail, weighincrease of 1th of an inch in thickness, or from 4 to 5 tons per mile, was, at that time, an object of the most serious consideration. This would amount to only from \$150 to such permission was allowed." \$200 per mile, whereas the present duty of that time, it would unquestionably have cannot be overrated. prevented the construction of many works at present in existence.

constructed during the next ten years may they have done in many places to aid the Without going into detail, it may be obnot exceed half the distance accomplished farming and manufacturing interests gen-served, that capital invested in the manuwithin the last ten years; but, on the other erally. But comparatively few know that facture of the ordinary irons of commerce hand, from four to five times the quantity of a large portion of the mining business of will yield a much greater profit than will iron per mile is required; double tracks are Pennsylvania owes its very existence to the same amount laid out on works exbecoming more frequent, and many of the railways. It is the development of coal pressly constructed for rolling railroad iron. tracks with the plate rail have been, and mines by railways which has, in many in- The former business, from the very nature

others will be relaid, with heavy rails of vari- stances, created the manufacture of iron; country is only too frequently taken when and the New York and Albany Railroad riage of the raw material, in the transporis entirely different from any other use Pennsylvania, and Virginia, many hundred railways is advanced by the free admission made of that metal, and that the ends which miles of track will be carried through, and all, of railroad iron, so far does that measure consideration, and the continuation of the excepted, and that only. present duty will necessarily lead to the abandonment of many undertakings to the way of making this iron; the objections to it

Hear what the Commissioners of Michi-

"The tariff of 1842 placed a cash duty of \$25 per ton on railroad iron, which prevented the commissioners from importing it, as they were unable to make payment of so large a proportion of the cost of the iron on cessary, which yields an irregular and genits arrival in this country. The low price erally small return. In England, the case of iron in England would have enabled them is somewhat different. Their establishto have imported it to great advantage, had it ments are already in existence, and they not been for the heavy duty placed upon it, for the first time, by the act of 1842. This have the markets of the world, omitting all duty is a serious obstacle to the extension of consideration of their superior skill, capital, our railroads, and the commissioners would and lower wages. Yet they barely manage ing from 20 to 25 tons per mile, and that an respectfully suggest to the legislature the to sustain themselves. propriety of endeavoring to have the tariff act so modified, as to allow its importation

\$25 per ton would be not less than from throughout the West. The magnitude, and purposes of life, is imported in large quan-\$500 to \$600 per mile. Had it existed at consequently the importance of the subject, tities—when the shelves of hardware stores

ous patterns. By way of illustration, take and it is on the extension of the system of the State of New-York. Within ten years railways that that manufacture must depend the Eric Railroad will require at least 600 for its future development, more than on A very limited view of the effects of the miles ; the line from Albany to Buffalo, to re- any other cause. To the railway the ironfree admission of railroad iron into this place the old rails, not less than 500 miles; master is indebted for a saving in the carabout 200 miles of heavy rails: in all, 1300 tation of the finished article, and, last, miles, requiring 1,300,000 tons, the duty on though not least, for the ability to take imwhich would reach the enormous sum of 31 mediate advantage of a turn in the market, millions of dollars. The Eric Railroad by means of a quick, cheap, and uninteras these latter differ from each other, and, alone would pay for a single track, with the rupted communication for his freight, as that the introduction of a given quantity of requisite passing places, turnouts, &c., well as for himself; thus rendering him the former free of duty, is little, if at all bet. \$1,500,000, and for a double track, which less dependent on the opinions of others, ter than if it were iron of the usual form for will be found to be indispensable in so long besides reducing, in some degree, the cost the common purposes to which that metal a line, no less than 24 millions of dollars, an and risk of agencies and commissions, is applied in agricultural implements, ma. amount quite sufficient most seriously to af- which, in only too many cases, leave the chinery, ships, buildings, &c. The main fect its progress during construction, as well industrious manufacturer or mechanic noobject of this paper is to show, that the as its rates of fare after completion. In each thing more than the bare means of subpurpose to which railway bars are applied of the states of Massachusetts, New-York, sistence. So far as the construction of or nearly all, will be laid with the heavy rail. aid the extension of the manufacture of In the Western States the iron is the great iron in this country-railroad iron of course

> There is no mechanical difficulty in the are of a different character. It requires heavy and expensive machinery of little use for other purposes; it must be made, even with the present enormous duty, at a small profit; and the demand is very precarious. A large amount of capital is ne-

Now, if all other descriptions of iron used free of duty, as heretofore, particularly for here were made in the country, nothing roads which had been commenced while would be more reasonable than to favor the manufacture of railroad iron. But, when The same feeling is naturally common iron of all descriptions, for the commonest groan with European articles-when even All are well aware of the change which pig iron is brought over the Atlantic-it railways have effected in travelling on the does appear rather impolitic to neglect the Now, however, the case is different. main thoroughfares. Those who have given necessaries of life for the purpose of intro-The number of miles of road which will be any attention to railways, know how much ducing the manufacture of railroad iron. of the purposes to which its productions are expenses, as well as to aid the trade they ception of the single establishment alluded destined, will be more regular, steady, and now carry on with the large counties of St. to, every manufacturer there, on the West more free from the risk of great accumula. Lawrence and Jefferson, across the wilder. Branch and in New York, would gladly tions of stock. Again, not only is the ness of Northern New York. The present agree to the (as formerly) free admission of manufacture of iron for common purposes duty on railroad iron, though quite sufficient railroad iron for the next half century. inadequate at this time-requiring large to retard the progress of railroads, does not They have everything to hope from the railimportations to meet the demand—but in any way render the manufacture of that road, and every thing to deter them from emit is more than doubtful whether its income article desirable with them. It merely in barking in the manufacture of railroad iron. is commensurate with that of the wants of dicates that they must labor under their bodies of railway cars, consumes a vast ad- quarter. The present duty inflicts on them engines, cars, turntables, and various fixbe more profitably, employed in other time and capital in much better ways than little short of that sum. The Utica and branches of the trade, now and for many not only more profitable to the individual manufacturer, but also more important in a national point of view. And, on this vital subject-of itself sufficient for a single paper-does not the nation owe much to rail. ways for its present means of defence; and are not those means, to a considerable

A reference to three of the principal seats of the iron trade, which can be spoken of with confidence, will aid this investigation. Commencing at the north, iron is made in the counties of Clinton and Essex, N. Y., for the supply of the other northern counties and the State of Vermont, besides more southern markets. One of the greatest drawbacks is the cost of transportation:

"The price paid for the transportation of ore (a distance of 20 miles) is, in some cases, as high as \$2,50 per ton, which would pay for conveying it more than a hundred miles on the western railroad of Massachusetts. The price of charcoal where wood costs little, is about \$3,50 per 100 bushels; the price at the iron-works is prominent obstacle to their advancement. from \$5,50 to \$6, and the difference would be sufficient to pay for hauling coal on a railway from St. Lawrence county. Some idea of the vast amount of hauling created by the iron trade, may be formed from the following statement. About 5,500 tons of bar-iron were made from the ores of Au Sable, in 1841, requiring 12,500 tons of ore and 22,000 tons of charcoal, besides large quantities of provisions, &c., in all from 40 to 50,000 tons, about twice as much as all the products of a grazing country, which passed over all the canals of New York in 1840."-[Assemb. Doc. No. 70, 1842.]

The iron manufacturers of this district

Erie Railroad.

consent to the free admission of iron for risk of sales. that road. But, to the other manufacturers,

But the low price of railroad iron has a the population; for it is worthy of remark, present disadvantages for many years to direct and powerful influence on the most that the demand for iron, for other purposes come; and instead of aiding the trade, it di- important branches of the iron trade. Using than railroads, increases in a greater ratio minishes the probability, if not the possible round numbers, the value of the imported than the population. For example, the con- lity, of its extension, in so far as it injuriously iron on the two tracks of the Reading rail. struction of ships, steamers, boats, and affects the construction of railways in that way is \$1,000,000; and the value of the ditional quantity of American iron. Every a certain injury without the possibility of tures on the same line, made exclusively of man employed in rolling railroad iron might benefitting them. They can employ their American iron, in American workshops, falls in making railroad iron. In this district also Schenectady railway, a mere passenger road, years to come; and that too in branches there is a mountain of ore, rivalling in was laid with the plate rail, 3 inch in thickquantity and surpassing in quality the iron ness, costing about \$152,000, and the value mountain of Missouri, but the want of a of engines, cars, etc. of American iron communication with Lake Champlain is an and manufacture, reached at least two-thirds almost insuperable obstacle. This region is of that sum. The present well-carned vitally interested in the construction of rall-high standing of American locomotive enways, and consequently has much to hope gines is of course exclusively owing to the from the repeal of a measure calculated in extension of railways in this country, which extent at least, due to the free admission of juriously to interfere with their extension, again has been powerfully aided by the free The iron masters near the Connecticut line admission of railroad iron. Every ton of anticipate great advantages from the New railroad iron imported at once creates a de-York and Albany Railroad, and great benefits mand for the best qualities of bar iron for have already resulted to the works near the the working parts of the engines and cars, of the best boiler plate for the locomo. Near the West Branch of the Susquehan. tives, and of the best pig iron for the wheels. nah are extensive coal-fields peculiarly well But these various descriptions of the finest adapted to the manufacture of iron, and ore American iron are not, like railway iron; is found in abundance in the strata be used as they come from the iron-master. neath. The iron trade is already important On the contrary, they give employment to a there, and requires for its further develop. vast number of the very best mechanics, and ment the continuation of the Williamsport thus create those vital elements of strength Railroad to Elmira, New York, where it in war and advancement in peace, private enwould find a steady market. They derive gineering establishments, whose capacity for no advantage whatever from the duty on turning out work rivals the skill with which railroad iron; on the contrary, it forms a it is executed. The thousands of American mechanics employed on the iron and Again, there is the magnificent valley of wood work of railways, have an immediate the Wyoming, where the fertility of the sur-face rivals the wealth beneath. A railway This measure will furnish employment to from that valley to the waters of the bay of more than forty times the number of hands New York, would be hailed as the greatest employed by the few iron-masters likely to possible boon to the coal and iron trade. It embark in the making of rail-road iron, at is more than probable that the proprietors of \$55 per ton, when common American rolled the mill for rolling railroad iron would gladly iron commands more, with incomparably less

But is there the most remote probability such a work would effect a saving of more that railroad iron can be supplied, when than \$150,000 per annum, besides the im- the American iron-master is unable to meet mense indirect advantages arising from an the present demand, not only for common have everything to hope from the constructeasy, rapid and cheap communication with bar iron, but even for the more pig; and at tion of railways to diminish their present the great mart of the Union. With the ex- a time too, when, as previously observed, steel which fells the forest is all imported.

If any one doubt the influence of railways in extending the iron trade, or the indifference with which the making of railroad iron is viewed by hearly all American ironimmediate repeal of the duty, he will find was due to temporary causes. all gladly agree to the free admission of for an accession of profit.

the residents of Central New York, who the state of railway bars. have already commenced relaying their mills for railroad iron, one in Virginia and must suffice. The people of the interior of selves—that it should conciliate the general one in Pennsylvania, whose existence as New York desire a better market for their good will of other interests by reasonable such is perhaps doubtful, even with the pre- produce. This they may obtain from the concessions: by no means can it secure sent duty. And these two mills form the establishment of manufactures, or from a stronger support than by at once agreeing "per contra" to the vast interests just enu-railway leading to the city. Now, consider- to the free admission of railroad iron; merated! (The one or two mills over the ing that New York, the most wealthy and a measure which would go far to commountains are abundantly protected by dis- populous State of the Union, as well as one pensate the loss arising from a small reductance and local advantages.) It is needless of the oldest, manufactures a mere fraction tion of the present duty on common iron, to refer to the Southern and Western States, of the cotton, woollen, and hardware con-which is all but certain. Pennsylvania who do not even make iron for their own sumed within her borders, and none what stands almost alone; no other State makes nails, ploughs and horseshoes. The rolling ever of many other of the common neces- its own iron; and the coal trade she has mill at Mount Savage, Maryland, owes its saries of life, the prospect of the farmer is nearly to herself. If she insist on retainvery existence to the Baltimore & Ohio desperate, if he must rely on this gradual ing the present duty on railroad iron, all

the use of iron is increasing more rapidly the question put to-morrow,—Shall the duty in his own productions. But with a railthan the population, and still more rapidly on railroad iron be repealed, or shall the use way to the city of New York, he sees and than the production of iron? Even the very of the B. & O. R. R. be prohibited to that feels that his object is accomplished: he masters, let him visit the mineral regions determine their capability of producing rail. of New York have, in nearly every case, on the North and West Branches of the road iron, even at an advance of about 60 more to gain from the railway than they Susquehannah, of Clinton and Essex coun. per cent. on the cost of the first imported have to fear from a horizontal tariff. A ties in Northern Tew York, and Dutchess railroad iron, and of about 80 per cent. on high tariff may increase the price, but the Co. in the same State. He will find a rail. the present cost, which, owing to the vast railway diminishes the cost of production, way the grand sideratum; he will find improvements made in the manufacture of increases the facilities for carrying on busilittle inclination to embark in rolling rail iron since that time, has been reduced at ness, and may be said to add from three to road iron for less than \$60 per ton; and least 25 per cent. The late extreme de. five months per annum to their lives. To without asserting that all will rejoice at the pression showed a greater difference, but this the iron-master of Pennsylvania or New-

railroad iron for the road to which they look to any extent in Eastern Pennsylvania, at tion for his existence: and, under these cir-In the immediate repeal of the duty on ample, the price of railway bars in England force the manufacture of the least profitable railroad iron, are interested-the people of has been as low as \$25 per ton, and is not and every way least desirable branch of the New England, who are extending their rail. likely to go above \$32 per ton, which is trade, to array against himself the agriculways towards New Brunswick on the one about 25 per cent. less than the price 14 to tural, commercial, and (iron excepted) the hand, and towards Northern New-York and 16 years since. Now, American pig iron manufacturing interests of New York-Canada on the other; the inhabitants of sells for about the same sum-from \$30 to the same interests, for the same reasons, Northern New York, who regard a railway \$32 per ton-and, in that condition, the of nineteen-twentieths of the other States, as the most efficient means of benefitting iron has not more than half the labor and especially New England, as well as the entheir agricultural interest and iron trade; expense bestowed on it, in order to reach tire, united and vast interest of all the rail-

Although many manufacturers of iron roads with the heavy rail; the people of the may admit the vast advantages conferred on Southern counties, who look to the New- them by the free admission of railroad iron, York and Eric Railroad as their best, their still, now that a duty has been unfortunately only chance of relief from the disadvan- imposed on that article, they may dread tages which retard their advancement; the any interference with it as the first step tocity of New York, which is, during winter, wards encroachments on the Tariff; and cut off from the eastern river counties, and thus may the great influence of the general existence by inconsiderate legislation have the entire country from Albany to Buffalo, iron interest unite with the, as yet, nearly cause of complaint, and might reasonably now, and for ever, the most populous, nominal interest in the making of railroad demand redress, but not the power to retard the citizens of New Jersey, Pennsylvania, combinations, and the tariff on coal and iron, the entire country. So far is the iron in-Maryland, and Virginia, generally, but es- by no means too strong in friends, would terest from being able to brave the late unpecially those engaged in the coal and iron soon be very seriously modified by an over- equivocal expression of public opinion—least trades, always excepting the two rolling whelming opposition. A single illustration equivocal of all in the iron districts them-

Company? it might appear that the benefits knows that this will do more for him in conferred on their general trade in coal and three years than the increase of manufaciron outweighed the supposed advantages tures, on the most extravagant calculation, of the duty on railroad iron: supposed, can effect in fifty years. But more than because sufficient time has not elapsed to this, even the manufacturers in the interior York, a horizontal tariff is ruinous. He The manufacture of iron cannot flourish requires little less than the present protecleast without a protective duty. For ex. cumstances, is it politic for him, in order to ways in the Union. If the duty on railroad iron he insisted on, then will the irresistible influence of this stupendous combination be firmly enlisted in favor of a complete overhauling of the tariff on iron, in which they will be warranted by every consideration of justice and policy.

The two mills which have been called into wealthy, and important part of the State; iron. Such a course would lead to counter- the advancement and general interests of Railway, laid with imported iron: and were increase,—an increase not greater than that those directly or indirectly interested in the

the repeal of this duty, the iron master di- may not be uninteresting or useless. minishes his facilities by increasing the cost of railways simultaneously with a reductestablished are: tion of his profit by a lowering of the Tariff. himself opposed by an influence a hundred the extension of the manufacture of all other ous precedent. times greater than his own, and can only kinds of iron. expect the fate of the vanquished from those rewarded by his insisting on the other tional point of view. twentieth, which, utterly worthless to him, is of vital importance to the cause of railways. The manufacture of iron is carried on by the labor of men, not of women and children; it is a healthy and hardy business, pre-eminently, by the mining interests of and on this account perhaps it has been fa. Pennsylvania. vored by many opposed to the establishment of enormous cotton mills and similar works, where "a hand" means a girl or a child, instead of-as at iron works-a man, and generally the head of a family. Pets are however, proverbially imperious and exacting. Let the highly favored American iron-master "leave well alone." A heavy duty on railroad iron will be the signal for a hostile combination of his, to this time, staunch friends and best customers-the Railways. Of what importance is the manufacture of iron to New England, New York, the South and the West, compared with the existence and extension of railways? The mere enunciation carries conviction: the answer is too plain to require a moment's hesitation. It is as nothing.

The capital invested in railways is about \$130,000,000, or twelve times the total capital of all the factories of Lowell. Boston has nearly 30 millions invested in railways. The success of the system of cheap postage 300 miles long, is without a rival, cost only depends much on railways. These facts will easily appreciate their power in the itants, and connects the two greatest chains fight which the iron masters appear to be of inland navigation on the face of the determined to force on the railways.

Railways of the United States will at once ing interests of the country judiciously, far inferior to those of the Ohio canal,

The two main points attempted to be

ration; by the agricultural, commercial, served in 1839: and manufacturing interests generally, and,

New York, November, 1844.

#### PUBLIC WORKS OF OHIO.

als, and are only \$43,770 more than the receipts of last year. This is a most de-State works in general. plorable state of things, and our readers well know that direct taxation supplies the deficiency. Well might Mr. Casey, in his paper "On the causes of the general failure of Canals in America," say:

"The Ohio canal is well worthy of the most serious attention. This work is above \$4,000,000, traverses the heart of a superb globe-the Ohio with the lakes. Yet the

unite in self-defence. Mr. McKay's Bill impartially and vigorously: in other words, which, in fact, ranks next to the Eric canal. proposes a duty of \$10 per ton on railway to those who view the present condition of proposes a duty of \$10 per ton on railway to those who view the present condition of strate, in a manner admitting of no cavil, iron, and a horizontal tariff, of say 30 per affairs with the eye of the statesman, this that the wealthy and—for America—popucent., will be about the same thing. With paper, written in the shape of contributing lous region of Ohio barely supports one of this duty, not a bar of railroad iron can be something to the full understanding of the the cheapest, if not the very cheapest canal made in the country; so that, by opposing effects of the free admission of railroad iron, in the country. The Erie canal has been a complete "ignis fatuus" to the other States, having been paraded before the country as a work which had cleared its prime cost, when in fact it was in arrears for interest. 1. That so far as the construction of rail- The singular advantages of the position of He may make the railway interest his friend ways is advanced by the free admission of the Eric canal, its heavy grants and pecuor his foe. If he choose the latter, he will find railroad iron, so far does that measure aid liar privileges, render it a dangerous, a ruin-

This communication has been extensively 2. That the manufacture of railroad iron noticed in the United States, in the British who, having cheerfully conceded to him is, at this time, the least desirable branch of Provinces, and is copied at length in the nineteen-twentieths of his demands, are now the trade, either in an economical or a na. London "Civil Engineer's Journal." Gloomy as are the prospects he holds out Consequently, that the free admission of to American canals, the reality already surrailroad iron is called for by every conside. passes them in some respects: We ob-

> "In some States, the grand argument will be, that if they can only complete the works commenced, a revenue is immediate. ly certain, which will render taxation to pay the interest unnecessary. That the completion of these projects will make the fortunes of many individuals, is well known, In another part of this paper will be but, for the permanent interests of the State, found extracts from the Message of the the only plan is, to sell out at once with the late Acting Governor of Ohio, and from present comparatively trifling loss. It is the inaugural address of the present Gover. impossible to pay too much attention to the nor. It will be seen that the gross income fact, that the greater part of the works profrom 853 miles of canal, (the most produc. States are not such as will ever be of any tive portions of which have been long in essential benefit, and when we add to this operation,) is only \$545,000, while the in- that they are constructed at twice the cost terest on the cost of these works amounts of similar works in the hands of companies, to \$1,167,000. The gross receipts are generally much inferior in execution about equal to expenses, repairs, and renew. and always managed and repaired in the most inefficient manner-we shall be at no loss to account for the present condition of

At that time it was not too late to have saved a large portion of the present debt, and that too the most useless, and consequently the most expensive portion of it. But what are remonstrances and arguments, founded on liberal views of the interests of the community, to persons utterly disqualified by their habits, acquirements, and ascan only be briefly stated here, but the reader country containing two millions of inhab sociations, from ever comprehending the very object of public works, far less the proper mode of constructing them.

We would draw attention to the circum-These views will find little favor with those who object to all discriminations, or with those who aim at producing everything with the result of the case of the cas in the country, importing nothing, and of at the moderate cost of \$13,000 per mile, was beginning at the wrong end. Had the course exporting the same. But to such as is now the case with the other canals of that State, for some of which money has things as they are, and thence to deduce been borrowed within a few years at 7 per foisted on the people such preposterous measures calculated to advance all the lead-cent.! though their sources of income are works-costly as the magnificent structures

of despotisms, without their permanence grandeur, beauty, or, in many cases, even usefulness. The State has now completed mum of debt, just keeping within the "last feather." Yet the works of Ohio are comparatively in a flourishing condition, when we look at other States, to which we shall allude at some other time.

Now take the works of Massachusetts, nearly 30,000 millions, and averaging 6 or as the 2 millions of Ohio have been able to mont," would come to Portland. borrow; the former have constructed the fortunately entrusted. To compare small to the car of Government Canals. public works at least-bears the same rela. which is anything but lukewarm on thebears to the Continent of Europe.

The late Acting Governor speaks of the FREIGHTING BUSINESS ON THE RAILdebt as imposing burdens "degrading to the independence and character of freelarge sums yearly taken from the State to canal, have mostly been got out and sent forward to their respective destinations. pay the interest, We would advise him and Within a few days, considerable quantities many others to go one step back, and they of goods have been shipped at Albany, for will find that it is the ignorance of the peo- merchants at the west, who have purchased and acquirements, and a still smaller sense burn on Saturday. The oyster trade is of honesty, to lead them into the most unpromising expenditures. All public men upon tons of this ocean luxury are arriving appear afraid to look the matter in the face. and going west, to be distributed into all the They want either the intelligence to com. remote counties, and we suppose all along prehend, or the moral courage to avow, that the borders of Lake Erie. In return, four the entire system of State works has turned tons of poultry passed east a few evenings out a complete failure, and that such works of poultry ever sent from the west.—Syranever can succeed in this country. The cuse Journal. Erie canal will, of course, be brought forward to show the contrary; but when we come to examine the public works of New-York, it may appear that this exception is by them instructing the directors of the more seeming than real-or, regarding it in company to relinquish the contract on the out about 1st May, 1845. For a large class the most favorable light, that it is the ex. 1st January ensuing, for transporting the of advertisers, this work affords an unrivalled ception which proves the rule.

MONTREAL AND PORTLAND RAILROAD.

The always welcome Portland Advertiser, its system of public works: it has, in plain is peculiarly so in the number of the 17th English, saddled the people with the maxi. ult. It contains a communication signed "S.," on the importance of the proposed road, more especially with reference to the will add, from our own observation, spars of remarkable size and quality. Also an extract from the Argus, to the effect, that ten tons all executed by private enterprise, costing of merchandize had been forwarded from Boston via Portland to Sherbrooke, Canada; 7 per cent. profit. About 600,000 people that, with the railroad, "the immense trade in Massachusetts expend, of their own mo of the greater portion of the Canadas, and ney, in that and other States, twice as much a great part of New Hampshire and Ver-

finest works in this country, honorable to from the "Eastern Townships" to the Gothe nation, productive to the shareholders, vernor General, petitioning for a loan of and powerfully advancing the interests of \$2,000,000, on terms set forth in the methe State; the latter have intersected their morial; and there is annexed a statement country with works of little use, which only of the probable cost of the road to the lines serve to retard the progress of the State by by Mr. James Hall, C. E. That gentlethe taxes levied to support them, and to de- man gives the distance as 112 miles, and ter individuals from investing their own the cost \$2,500,000. The memorial we means in private undertakings, by their ut- observed some time since in the Montreal ter failure to effect any of the objects so Herald, the only Canadian paper we have confidently promised the people by those to seen which appears to take any real interest NOTICES OF BOOKS, PAMPHLETS, ETC. whom their dearest interests were most un. in railroads, the rest appearing to be chained things with great ones, Massachusetts-in must, in fairness, except the Toronto Patriot, tion to the rest of the Union, which England to a new country-vital subject of good communication.

ROADS.

The railroads are doing quite an extenmen." He appears to think lightly of get. sive business in the freighting line. The ting into debt, but views with disgust the goods and produce detained by the ice in the ple which enables men with small abilities since the canal closed. Some thirty tons growing into an immense business-tons since. This is probably the first invoice

> At the November meeting of the stockholders of the Wilmington and Raleigh Railroad Company, a resolution was passed United States' Mail on their line, extending medium.

from Weldon to Charleston, unless the Post Master General will from and after that time allow three hundred dollars per mile, per annum, for the service. He now allows the company but \$220 per mile.

MONONGAHELA IMPROVEMENT.

Four dams, with spacious locks, for the trade in lumber and ship timber, to which we passage of steamboats, are now completed, and a daily line of splendid steamers are to be immediately put on, to ply between Pittsburgh and Brownsville, a distance of 55 miles. From Brownsville to Cumberland. the terminus of the Baltimore and Ohio Railroad, 73 miles, comfortable stage coaches will connect with steamers and cars. time from Pittsburgh to Baltimore by this route, in good weather, is estimated at 26 hours, and 6 or 8 hours more to Philadelphia. This route will probably divert considerable The same paper also contains a memorial travel from that by Wheeling, and, as there will probably be no inconsiderable competition between the Pittsburgh and Wheeling interests, freights may be cheapened. Travellers going east, will consult their own pleasure, perhaps, by either going or returning by Pittsburgh .- Portsmouth Tribune.

> Mr. Joseph R. Anderson, of Richmond, Va., has entered into an agreement with the Department, at Washington, to build an iron revenue cutter at the former city.

Manual of the Corporation of the City of New. York. By D. T. VALENTINE .-- This is an invaluable little work, containing information of almost every kind in any way connected with the statistics, regulations, and divisions of the city. There is an excellent colored map with the wards, congressional and fire districts, well distinguished; also, an ancient map of the city, with the old

Lewis's Trigonometry: a Treatise on Plain and Spherical Trigonometry; including the Construction of the Auxiliary Tables, a Concise Tract on the Conic Sections, and the Principles of Spherical Projection. By E. Lewis. —There is no single branch of mathematics so often required by the Civil Engineer as Trigonometry, and we think we may venture to assert that this work contains as concise treatises on the above subjects as the Engineer can desire.

New-York State Register for 1843, with a Supplement for 1844. Edited by O. L. HOLLEY. Published by J. Disturnell.-These works exhibit a complete view of the State, and their utility and convenience cannot be too highly praised. Mr. Disturnell also issues proposals for a new edition, to be improved Spark Arrester, recently patented and others, with the following:

by their own gravity, to the bottom of this chamber; the smoke and steam passing off at the top of the chimney through a capacious and unobstructed passage, thus arrest- Savannah, Ga.; J. and S. Bones, Augusta,

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are Nail Works have always on hand, of their appertaining business executed. at liberty to refer those who may desire to

gard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendant Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Phiadelphia, Reading and Pottsville railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philadelphia; E. B. Dudley, pres't W. and R. railroad co., Wilmington, N. C.; Col. James Gadsden, The above spikes may be had at factory and Jackson railroad, Vicksburg, Miss.; R. S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. M'Kee, sup't Lexington and Ohio railroad. W. R. M'Kee, sup't Lexington and Ohio railroad. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address large, can execute orders with great prices, of Erastus Corning & Co., Albany is a price of the prices, of Erastus Corning & Co., Albany is a price of the prices, of Erastus Corning & Co., Albany is a price of the prices, of Erastus Corning & Co., Albany is a price of the prices, of Erastus Corning & Co., Albany is a price of the prices, of Erastus Corning & Co., Albany is a price of the prices, of Erastus Corning & Co., Albany is a price of the prices of t sup't Lexington and Ohio railroad, Lexington, Ky.; T. L. Smith, sup't N. Jersey rail-road trans. co.; J. Elliott, sup't motive power Philadelphia and Wilmington railroad, Wilmington, Del.; J. O. Sterns, sup't Elizabethpres't Central railroad co., Savannah, Ga .: J. D. Gray, sup't Macon railroad, Macon, Monroe, Mich.; M. F. Chittenden, sup't M. at Shawangunk Summit.

addressed to the subscribers, or to Messrs. Baldwin and Whitney, of this city, will be

promptly executed.

FRENCH & BAIRD. N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

ing the sparks without imparing the power of the engine by diminishing the draught or activity of the fire in the furnace.

Ga.; D. F. Guez, New Orleans, La.; Adam of the engine by diminishing the draught or activity of the fire in the furnace.

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Ga.; D. F. Guez, New Orleans, La.; Adam of the engine by diminishing the draught or activity of the fire in the furnace.

Schuyler, New York.

own manufacture, a large assortment of railpurchase or obtain further information in re- road, ship and boat spikes, from 2 to 12 inches Col. James F. Baldwin and Col. J. M. Festhe excellence of the material always used in ker Esq. Engineer and Superintendent Bostheir manufacture, and their very general use ton and Worcester railroad. for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes works, will be promptly executed.

JNO. F. WINSLOW Agent Albany Iron and Nail Works. E. Coffin & Co., Boston.

N. YORK AND ERIE RAILROAD.

E. LORD, President, N. Y. & E. R. R. Company. New York, Dec. 3d. 1844.

TO THOSE INTERESTED in Rail-S. VAIL, Proprietor of the Speedwell TO IRON MASTERS—FOR SALE, gers are respectfully invited to examine an can supply at short notice railroad companies hood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been panies wishing to order, will be pleased to adelphia and Baltimore by canals and railpassenger and freight engines, and have been brought to such a state of perfection that no give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, as a large quantity in the straight bar is kept constantly on hand. Crank axles for locomotive engines, at the mill sites, without any trouble on the part of the manufacturer; rich and from the best Pennsylvania iron.

Straight axles for locomotives for outside connection engines. Frames for engines.

Wrought iron work for steamboats, and shaft by the snarks and dust, they are separated ing of any size. Cotton screws of any length ways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they many years; the coal will not cost more than they interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than they many years; the coal will not by the sparks and dust, they are separated ing of any size. Cotton screws of any length information, apply to Archibald McIntyre, from the smoke and steam, and thrown into or size. Railroad Jack screws, a late inven-Albany, to Archibald Robertson, Philadelan outer chamber of the chimney through tion, and highly approved. Self-acting pump phia, or to the undersigned, at No. 23 Champenings near its top, from whence they fall ing apparatus for railroad water stations. He bers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY. Civil Engineer, No. 23 Chambers st., N. Y.

Railroads, Common Roads, Canal, Factory and Mill Sites, Towns, Farms, Wild Land, PATENT Hammered Railroad, Ship and etc., etc., surveyed. Plans and Estimates for Boat Spikes. The Albany Iron and Buildings, Bridges, etc., prepared, and all REFERENCES.

in length, and of any form of head. From senden, Civil Engineers, Boston; Wm. Par-

warranting them fully equal to the best spikes and Cars. The Subscriber is en-in market, both as to quality and appearance. All orders addressed to the subscribers at the to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establish-

NOTICE TO CONTRACTOTS.

EALED PROPOSALS will be reCounty, New York. The subscriber manceived by the undersigned until the twenty- ufactures and keeps constantly on hand Thetown and Somerville railroad; R. R. Cuyler, sixth inst. for the Graduation and Masonry odolites, Transit instruments, Levels, etc., of of a portion (about fifteen miles) of the line the most approved construction. He would between Middletown and Port Jervis in the invite the attention of surveyors to his Im-Ga.; J. H. Cleveland, sup't Southern r. road county of Orange, embracing the Deep Cut proved Compass, which is almost equal to a Theodolite, inasmuch as angles can be taken P. Central railroad, Detroit, Mich.; G. B.
Fisk, president-Long Island railroad, Brooklyn.

Orders for these Chimneys and Arresters,

Orders for these Chimneys and Arresters, The undersigned will require the most sat- the best manner, and keep correct time. He isfactory security for the performance of the still continues to cast Church Bells, warranted work and reserves the right of rejecting all not only to stand, but tone such as to give propositions which may appear incompatible satisfaction and please, and fastens to them with the interests of the Company.

cast iron yokes, ready to hang. Also steamboat and factory bells, of all sizes, constantly on hand: and copper and brass castings of every description made to order.

BOSTON AND MAINE RAILROAD.—UPPER ROUTE
BOSTON TO PORTLAND—via Medford, Woburn, Wilmington, Andover,
Bradford, Haverhill, Plaistow, Kingston
Ezeter, Newmarket, Durham, Madbury, Iborer, Somersworth, South and North Berwick, Wells, Kennebunk and

Saco. WINTER ARRANGEMENT.—1944-5.
On and after Monday, Oct. 21, 1844, the Passenger Will run daily, Sundays excepted, as follows, viz:—
Leave Boston for Portland at 72 A. M. and 22 P. M.
Leave Boston for Somersworth at 74 A. M., 22, and 32 P. M.
Leave Portland for Boston at 72 A. M. and 3 P. M.
Leave Somersworth for Boston at 42 A. M., 94 A. M., 42
P. M.

P. M.

Passengers are not allowed to carry bargage, beyond \$50 in value, unless notice is given, and an extra amount paid, at the rate of a price of a ticket, for every \$500 additional value.

CHAS. MINOT. Superintendent.

BOSTON AND LOWELL RAILROAD.
ON and after Friday, Nov. let, 1844, the Passenger Trains will run as follows:
Lear Boston at 7½ and 11 A. M., 2 and 5 P. M.
Lunt Dowell at 7½ and 11 A. M., 2 4½, and 5½ P. M.
Fare 75 cents.
The Coaches of Messrs. D. G. Cummings and B. P. Cheney, Nos. 9 and 11 Elm street, will convey passengers between the Depôt, in Lowell street, and places within a moderate distance, for 12½ cents.
jal CHAS. S. STORROW, Agent B. & L. R. R. Co.

CONCORD RAILROAD
MERCHANDISE TRAINS will run
dally as follows:
Leave Boston at 3½ P. M., and arrive at outport the same evening. Leave Concord at  $3\frac{1}{2}$  P. M., and arrive at Boston at  $7\frac{1}{2}$  the

Freight should be delivered at Concord and Boston an hour before leaving, to ensure a delivery by the first succeed-

ing Trsin.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or no claim for damage or loss beyond such sum will be allowed. N. G. UPHAM, Sup't jal

NASHUA AND LOWELL RAILROAD.

PASSENGER TRAINS will run as fol PASSENGER TRAINS will run as fo lows: Leave Boston at 7 A. M.; 11 A. M.; an

Leave Nashua at 6 A. M.; 11 P. M.; and 5 P. M.

I.cave Naahua at 6½ A. M.; 1½ P. M.; and 5 P. M. jal

BOSTON AND WORCESTER RAHLROAD.

CHANGE OF HOURS.—WINTER

ARRANGEMENT.—Commencing December 11, 1844.

Accommodation Trains, daily, except Sundays.

From Boston at 7 A. M.; 9 A. M., and 2½ P. M.

From Worcester at 7 A. M., 10 A. M., and 6 P. M.

Newton 18 A. M., 10 A. M., and 5 P. M.

Newton at 8 A. M., 10 A. M., and 4 P. M.

The New York Train for Norwich.

Monday, Wednesday and Friday, from Boston, at 4 P. M.

New York, via Long laland Railroad.

Tuesday, Thursday and Saturday, from Boston, at 7 A. M.

New York, via New Hover.

From Boston at 9 A. M. and 2½ P. M.

Sinday Mail from Boston at 2 P. M.—from Worcester at 7

A. M.

. M.

The All baggage at the risk of its owner.

Fares are less when paid at the Ticket Offices than in the ars.

yal WM. PARKER, Sup't.

WESTERN RAIL.ROAD.

WINTER ARRANGEMENT.

ON and after the 11th December, 1844, the Passenger Trains will leave as follows, Sundays excepted;

Boston at 9 A. M. and 2 P. M. for Albany.

Albany 8 A. M. and 12 P. M. for Boston.

Springfield 7 A. M. and 2 P. M. for Albany and Boston.

Boston 22 P. M. for New York via Springfield and New Haven.

Haven.

For Albany and Buffalo.

Leave Boston at 2 A. M., reach Albany at 8 P. M.—Leave Boston at 2 P. M. arrive at Springfield at 7 P. M.—lodge—leave next morning at 7 octock, arrive at Albany at 12 P. M. Passengers leave Albany for Buffalo at 8 A. M.

Passengers leave Albany for Buffalo at 8 A. M.

Passengers leave Albany for Buffalo at 8 A. M.

NEW ROUTE FOR NEW YORK.

VIA HARTFORD AND NEW HAVEN.

173 FARE THROUGH FIVE DOLLARS.

174 M.—thence direct by Railroad to Hartford and New Haven, and thence by Steamboat to New York, arriving at 5 A. M.

Returning—leave New York at 6½ A. M. and arrive at Springfield at 3 P. M., and thence to Boston, arriving at 3 P. M.

Berths on board the Steamboat may be secured in Boston at the Ticket Office.

For Northampton, Greenfield, Hartford, c.

Stages leave Springfield for the above places, upon the arrival of the evening trains.

Stages leave Springfield for the above places, upon the arrival of the evening trains.

Rether to Three Ruffeld, New, Braintree and Hardwick—from Palmer to Three Rivers, Belchertown, Amherst, Ware and Monson—from Withraham to South Hadley and Northampton, and from Pittsfield to Adams and Williamstown.

The Trains of the Hudson Railroad connect at Chatham—those of the Housatonic Railroad at State line.

Merchandise Trains run daily, Sundays excepted, to Albany, Hudson, Bridgeport, Hartford, New Haven and New York.

For further information, apply to CHARLES A. READ.

For further information, apply to CHARLES A. READ, Agent, 27 State street, Bosion. jal JAMES BARNES Superintendent and Engineer.

FITCHBURG RAILROAD.

Passenger Trains will run as follows:
Leave Charlestown at 8 A.M. and 1 and
10 61 A.M., sinc 0 b P. M.

Stages, on the arrival of the first Train of Cars at Acton,
leave daily (Sundaya excepted) for Littleton, Groton, Townsend, Lonenburg, Fitchburg, Asliburnham, Winchedon,
Westminater, South Gardner, Templeton, Fhillipston, Athol,
Mass.; Fitzwilliam, Troy, Swansey, Keene, Walpole,
Charlestown, N. H.; Chester, Windsor, Woodstock, Ituliand, Middlebury, Royalton, Montpelier, and Burlington, VI.
For further information, apply to TiloMAS A. STAPLES, No. 36 Hanover st., or L. BIGELOW, No. 11 Elm st.,
Boston. Passengers leaving their names at the above offices,
will be supplient with Railroad and Stage tickets, and converged to the Fitchburg Railroad Depol, free of charge.
Coaches will be at the Depol in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city,
jal

BOSTON AND PROVIDENCE RAILROAD.

PASSENGER NOTICE.—Winter Argument.—To commence Monday, Note that a selection of the selectio

cave Boston at 8 A. M. on Monday, Weanesday and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at 8 A. M., and 3½ P. M.; and Providence at 8

"Taunton at 8½ A. M. and 3½ P. M.

"New Bedford, st 7½ A. M. and 2½ P. M.

Dedham 17 A. M. and 2½ P. M.

Dedham at 9 A. M.—3 P. M., 5½ P. M.

Dedham at 7 50 A. M., 10½ A. M., 4½ P. M.

All baggage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sop't.

LONG ISLAND RAILROAD COMPANY.

Trains run as follows, commencing NoLeave Brooklyn at 8, a. m. (7½ New York
stop)—Boston Train—for Greenport, daily, Sundaya excepted,
stopping at Farmingdale and St. George's Manor.
Leave Brooklyn at 9½, a. m. for Hicksville and intermediate
places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.
Leave Brooklyn at 4, p. m. for Hicksville and intermediate
places, daily, Sundays excepted; and on Saturdays to Suffolk
Station.

Station.

Leave Greenport for Brooklyn, Beaton Train, at 1, p. m. or on the arrival of the steamers, daily, Sundays excepted, atopping at St. George's Manor and Farmingdale.

Leave Greenport at 9½, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wedneadays, and Fridaya.

Leave Hicksville for Brooklyn and Intermediate places, daily, Sundays excepted, at 7, a. m. and 1½, p. m.

ON SUNDAYS.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

Leave Brooklyn at 4½, p. m. for Jamaica. Leave Brooklyn at 4½, p. m. for Brooklyn. Leave Jamaica at 8, a. m. for Brooklyn. Leave Jamaica at 3½, p. m. for Brooklyn.

jal

o'clock.

N. B.—Freight for Albany, Springfield, and intermediate places taken by this line at low rates.

For further information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Corlies, 233 Pearl street.

NEW YORK AND ERIE RAILROAD. orning, Sundays excepted, at 8 o'clock, for passengers, and every afternoon at 3 o'clock, for freight and passengers.

Returning, the cars will leave Middletown at 6½, a. m. and 3 h. n. m.

3½, p. m. Stages for the West, leave Middletown upon the arrival of the morning cars, from the city.

Freight received from 9 o'clock, a. m. to 2½ o'clock, p. m. For further particulars inquire of the Captain, on board, or of J. Van Rensselaer, Agent, cor. Duane and West streets, jal

PHILADELPHIIA AND READING RAILROAD.
WINTER ARRANGEMENTS on and after December 1, 1814.—No Passenger Trains will run on Bundays.
Hours of Starting.
From Philadelphia at 9 A. M. daily.
From Pottsville at 9 A. M. daily, except Sundays.

HARRS.

1st Class Cars. 2d Class Cars.
Between Philad. and Pottsville, 83 50 83 09

Reading, 2 25 1 90

All passengers are requested to procure their tickets before the train starts.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

TI.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

New Arrangement.
Commencing Nov. 11th, 1844.

NEW YORK AND NEWARK.
From the foot of Courland street—Daily, Sundays excepted.
Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 41, 6, and 7½ o'clock, p. m.
Leave Newark at 7½, 6½, 9, and 11 o'clock, a. m. and 1½, 4
6½, 7, and 9½ o'clock, p. m.
ON SUNDAYS, from the foot of Courtland street:
Leave New York at 9 o'clock, a. m. and 4½ p. m.
Leave Newark, at 1½, a. m. and 9½, p. m.
The Cara of the Morris and Eissex Railroad line for Orange, Millville, Summit, Chetham, Madison, and Morristown, run through from Jersey City without change, and connect with 9, a. m. and 3, p. m. trains from New York.

New York and Elizabethtown.
Leave New York at 9 and 11, a. m. and 2, 3, 4½ and 6, p. m.
Leave Elizabethtown at 7, 7½, 6½, 10½ and 12, a. m. and 3½ and 5, p. m.
The trains for Westfield, Plainfield, Boundbrook, Somer.

Leave New York at 9 and 11, a. m. and 2, 3, 42 and 6, p. m.
Leave Elizabethtown at 7, 73, 83, 101 and 12, a. m. and 32
and 5, p. m.

The trains for Westfield, Plainfield, Boundbrook, Somerville, &c., connect with the 9, a. m. and 41, p. m. trains from
New York, daily, Sundays excepted.
Fare between New York and Elizabethtown, 311 cents; do.
New York and Somerville, 75 cents.

New York at 9 and 11, a. m. and 3, 41 and 6, p. m.
Leave New York at 9, a. m. and 12, a. m. and 41 and 94, p. m.
Leave New Brunswick at 6, 75 and 111, a. m. and 81, p. m.
Leave New Brunswick at 111, a. m. and 82, p. m.
Leave New Brunswick at 111, a. m. and 82, p. m.
Leave New Brunswick at 111, a. m. and 82, p. m.
Fare, except in the Philadelphia trains, between New York and New Brunswick passengers who procure their tickets at the Ticket Office receive a ferry ticket gratia. Tickets are received by conductors only on the day when purchased.

The Commutation fare between New York and New Brunswick, and Intermediate places, (including the Ferry,) has been reduced to 665 per annum.

PHILADELPHIA, WILMINGTON, AND BALTIMORE

been reduced to 665 per annum.

PRILADELPHIIA, WILMINGTON, AND BALTIMORE RAILROAD—MORNING LINE.

The Train carrying the United States Mail leaves Pratt street Depôt daily (except Stundays.) at 9 o'clock, A. M. Passengers arrive in Philadelphia at about 35 o'clock, and in full time for the evening lines for New York.

Evening Mail Line to Philadelphia, leaves the Pratt street Depôt, daily at 8 o'clock P. M. through in seven, hours. The return Trains leave Philadelphia, leaves the Pratt street Depôt, daily at 8 o'clock P. M., and reach Baltimore at 25 and 11 o'clock, P. M.

Freight to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 60 cents per 100 lbs. Jal

A. CRAWFORD, Agent.

BALTIMORE AND OHIO RALKOAD.

A. CRAWFORD, Agent.

BALTIMORE AND OHIO RAILROAD.

Hours of departure of the Passenger.

Trains on the "Main Stem" and "Washington Branch" of the Baltumore and Ohio Railroad, 30 March, 1844:

"Main Stem," Westward'y.

For Cumberland, Hancock, Martinaburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate 'depois by the regular train, daily, at 73 o'clack, a. m.

For Jrederick and intermediate stations, by extra train, daily, except Sunday, at 4. p. m.

Eastwardy.

From Cumberland, daily, regular train, at 8, a. m.

"Hancock, do. do. 10½, a. m.

"Hancock, do. do. 11½, a. m.

"Hancock, do. do. 11½, a. m.

"Hancock, do. do. 11½, a. m.

"Ellicott's Mills, daily, by several trains, 8, a. m.

"Ellicott's Mills, daily, by several trains, at 7½, a. m.

12, n. and 4½, p. m.

Fare in either direction between Baltimore and Cumberland 97, and for Intermediate distances at the uniform rate of 4 centa per mile.

Through tickets are issued between Baltimore and Wheeling, respectively, \$11; between Baltimore and Pittsburg, \$10; between Philadelphia and Wheeling, \$13.

"From Baltimore at 9. a. m. 5, p. m. and 11½, p. m.

From Washington at 6, a. m. and 5½, p. m.

jal By order, D. J. FOLEY, Agent.

"WASHINGTON BRANCH RAILROAD.

Lo consequence of the adoption of a new schedule by the Post Office Department, the following changes in the departure of the Train on this road will go into eff-ct this day, viz:

The Train that has hitherto left Baltimore at 2 o'cle &, A. M. will now leave on the arrival of the Cars from the Eas; at or about 11½ P. M. and the departure of the evening train from Washington for this city, will be at 5½ tastead of 4 o'cle &, a. at present. By order, D. J. FOLEY, Agent. Jal RICHMOND AND PETERBBURG RAILROAD.

Winter Arrangement.—Change of Hours.

at present. By order, D. J. FOLEY, Agent. jal
RICHMOND AND PETERSBURG RAILROAD.
Winter Arrangement.—Change of Hours.
On and after Wednesday, the 13th day
of Nov. 1844:
Mail Train
Leaves Richmond, daily, at 1½ o'clock, p. m.
Leaves Petersburg, daily, at 5½, a. m.
Accommodation Train
Leaves Richmond, daily, Sindays excepted, at 10½, a. m.
Leaves Petersburg, daily. Sindays excepted, at 8, a. m.
THEODORE S. GARNETT, Agent.
N. B. The hours are given.in Richmond time, which is fifteen minutes in advance of Petersburg time.

# AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

#### ESTABLISHED 1831.



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THURSDAY, JANUARY 9, 1845.

[WHOLE No. 445, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL NICOLL'S PATENT SAFETY SWITCH FOR RAIL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Troy, N. Y. (See Adv.)
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TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa. KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. [See Adv.]
BALDWIN & WHITNEY, Philadelphia, Pa. JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE, do.
NEWCASTLE MANUFACTURING COM-

NEWCASTLE MANUFACTURING COM-pany, Newcastle, Del. [Sce Adv.] ROSS WINANS, Baltimore, Md. SOUTH BOSTON IRON COMPANY, South

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TicolL's PATENT SAFETY SWITCH FOR RAILroad Turnouts.

This invention, for sometime in successful operation on
one of the principal railroads in the country, effectivally prevents engines and their trains from minning off the track at
a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid
down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use,
preventing their running off the track. It is simple in its con
struction and operation, requiring only two Castings and two
Rails; the latter, even if much worn or used, not objection
able.

able.

Plans, Specifications, and all information obtained on plication to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

TO IRON MANUFACTURERS.
The subscribers as Agents of Mr. Geo. Crane of Wales having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding ar assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.

No. 4 South Front street, Philadelphia, Pa.

No. 4 South Front street, Philadelphia, Pa.

VAIL, Proprietor of the Speedwell Iron Works, near own Morristown, N. J. can supply at short notice railroad companies and others, with the following:
Wronght Iron Tyres made from the best Iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being aerved according to order, and also junctually, as a large quantity in the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania Iron.—Stralght axles for locomotives for outside connection engines. Frames for engines.—Wrought iron work for steamboats, and shafting of any size. Cotton screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Selfacting pumping apparatus for railroad water stations. Ill er refers to the following gentlemen:

Baldwin, Vail and Hufty, Philadelphia; Wm. Norris, Philadelphia; N. Campfeld, Savannah, Ga.; J. and S. Bones, Augusta, Ga; D. F. Guez, New Ocleans, La.; Adam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York:

VALUABLE PROPERTY ON THE MILL DAM FOR

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point. so called, on the Milt Dam, in Roxbury, fronting on and East of Parker afreet, containing 63,497 square feet, with the following build-

ings thereon standing.

Main Brick Building, 120 feet long, by 46 feet wide, two
stories high A Machine Shop, 47x43, with large Engine,
Facc, Screw, and other Lathes, suitable to do any kind of

Pattern Shop, 35x32 feet, with Lathes, Work Benches, &c. Work Shop, 86x35 feet, on the same floor with the pattern

Work Shop, 86x35 feet, on the same floor with the pattern shop.

Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums, Pulleys, &c., large and small Trip Hammers, Fornaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Building, 60x45½ feet, two stories high, with a shed part 45½20 feet, containing a large Air Furnace, Cupalo, Crane and Corn Oven.

Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.

Locomotive Shop, adjoining Main Building, frunting on Parker street, 54x25 feet.

Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Containing course to the standing standing:

Boiler House 50 feet long by 30 feet wide, two stories.

Blacksmith Shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS. 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphia. . . jal

MACHINE WORKS OF ROGERS, RETCHUM & GROS-venor, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

patch.

Railroad Work.

Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tires; Car Wheels of cast Iron, from a variety of patterns, and Chills; Car Wheels of cast iron with wrought Tires; Axles of best American refued iron; Springs; Boxes and Bolts for Cars.

for Cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved Patterns, style
and workmanship.
Mill Gearing and
and other Presses;
Tools of all kinds:
Iton and Brase Castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. or 60 Wall street, N. Y.

MESSRS. EDITORS:—As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Phitadelphia, Wilmington and Baltimore

Railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would mavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

whole train off the track, and seriously injured, if not killed many of the passengers.

Winnington, Delaware, Sept. 28, 1840.

""The undersigned take pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads to the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
JAMES ELLIOTT, Sup't Motive Power,
W. L. ASHMEAD, Agent.
A model of the above improvement is to be seen at the N
Jersey Railroad and Transportation Office, No. 1 Hanover st

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.—The subscribers have for sale American and English Bar Iron, of all sizes; English Bister, Caet, Shear and Spring Seel: Junistica Rode; Car Allea, made of double refined Iron; Sheet and Boiler Iron, cut to pattern; Tiers for Locomotive Englises, and other railroad carriage wheels, made from common and double refined B. O. Iron; the latter a very superior sticle.

The Tires are made by Messrs. Baldwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
N. E. corner 12th and Market streets, Philadelphia, Pa. jal

gers are respectfully invited to examine an hood of Bituminous Coal and Iron Ore, of Nail Works have always on hand, of their improved Spark Arrester, recently patented the first quality, at Rulston, Lyoming Co., own manufacture, a large assortment of rail-

by the undersigned.

extensively used during the last year on both and the communication is complete with Phil-the excellence of the material always used in brought to such a state of perfection that no annoyance from sparks or dust from the chim- power and lot is all that will be required for try, the manufacturers have no hesitation in ney of engines on which they are used, is many years; the coal will not cost more than warranting them fully equal to the best spikes experienced.

These Arresters are constructed on an ensmoke and sourks, passing through the chimby their own gravity, to the bottom of this specimens of the coal and ore. chamber; the smoke and steam passing off at the top of the chimney through a capacious and unobstructed passage, thus arrestactivity of the fire in the furnace.

durable and neat in appearance. They are etc., etc., surveyed. Plans and Estimates for tained a patent,) are found superior to any now in use on the following roads, to the Buildings, Bridges, etc., prepared, and all ever officers of which we are appertaining business executed.

Railroad companies may be supplied with at liberty to refer those who may desire to

tendant Georgia milioad, Augusta, Ga.; G. tendant Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Phiadelphia, Reading and Pottsville railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company. Philadelphia Norristown railroad company, Philadelphia; pres't S. C. and C. railroad comp'y, Charleston, S. C.: W. C. Walker, agent Vicksburg and Jackson railroad, Vicksburg, Miss.; R. the quality warranted. Address S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. M'Kee, sup't Lexington and Ohio railroad, Lexingpres't Central railroad co., Savannah, Ga.: J. D. Gray, sup't Macon railroad, Macon, Ga.; J. H. Cleveland, sup't Southern r. road Monroe, Mich.; M. F. Chittenden, sup't M. P. Central railroad, Detroit, Mich.; G. B. Fi-k, president Long Island railroad, Brook-

Orders for these Chimneys and Arresters,

promptly executed.

FRENCH & BAIRD. N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

tirely different principle from any heretofore iron oce may be laid down still more cheaply works, will be promptly executed. offered to the public. The form is such that at the works; and, taken together, these sites a rotary motion is imparted to the heated air, offer remarkable advantages to practical manufacturers with small capital. For pamphney, and by the centrifugal force thus acquired lets, descriptive of the property, and further prices, of Erastus Corning & Co., Albany; by the sparks and dust, they are separated information, apply to Archibald McIntyre, from the smoke and steam, and thrown into an outer chamber of the chimney through phia, or to the undersigned, at No. 23 Chamber of the Chimney through the street New York 2 Chamber of the Chimney through the street New York 2 Chamber of the Chimney through the street New York 2 Chamber of the Co. Boston. openings near its top, from whence they fall hers street, New York, where may be seen

W. R. CASEY, Civil Engineer, No. 23 Chambers st., N. Y.

Railroads, Common Roads, Canal, Factory These chimneys and arresters are simple, and Mill Sites, Towns, Farms, Wild Land, well as England, where the subscriber ob-

REFERENCES.

purchase or obtain further information in re- Col. James F. Baldwin and Col. J. M. Fesgard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendent Worcester railroad.

gaged in manufacturing Spring Steel from 14 common spikes made by the hammer. quired: large quantities are yearly furnished for railroad purposes, and wherever used, its HENRY BURDEN, Agent. E. B. Dudley, pres't W. and R. railroad co., for railroad purposes, and wherever used, its Wilmington, N. C.; Col. James Gadsden. quality has been approved of. The establishment being large, can execute orders with

> John F. Winslow, Agent, Albany Iron and Nail Works, Troy, N. Y.

mington, Del.; J. O. Sterns, sup't Elizabeth-ufactures and keeps constantly on hand Thetown and Somerville railroad; R. R. Cuyler, odolites, Transit instruments, Levels, etc., of the most approved construction. He would invite the attention of surveyors to his Improved Compass, which is almost equal to a Theodolite, inasmuch as angles can be taken without the needle. Angles of elevation can without the needle. Angles of elevation can be taken with precisely the same accuracy as horizontal angles. Town clocks, with dead beat escapements, warranted to perform in addressed to the subscribers, or to Messrs the best manuer, and keep correct time. He Baldwin and Whitney, of this city, will be still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to the cast iron yokes, ready to hang. Also steamboat and factory bells, of all sizes, constant-boat and factory bells, of all sizes, constant-ly on hand: and copper and brass castings

R. F. LIVINGSTON, Civil Engineer Hudson, New York. Refer to W. R. Casey, 23 Chambers st., N. Y.

TO THOSE INTERESTED in Rail- TO IRON MASTERS-FOR SALE, PATENT Hammered Railroad, Ship and roads. Railroad Directors and Mana- T Mill Sites in the immediate neighbor. Patent Hammered Railroad, Ship and Boat Spikes. The Albany Iron and Pa. This is the nearest point to tide water road, ship and boat spikes, from 2 to 12 inches Our improved Spark Arresters have been where such coal and ore are found together, in length, and of any form of head. From passenger and freight engines, and have been adelphia and Baltimore by canals and rail-their manufacture, and their very general use ways. The interest on the cost of water for railroads and other purposes in this coun-\$1 to \$1 25 at the mill sites, without any in market, both as to quality and appearance. trouble on the part of the manufacturer; rich All orders addressed to the subscribers at the

JNO. F. WINSLOW, Agent Albany Iron and Nail Works. The above spikes may be had at factory

PATENT RAILROAD, SHIP AND Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by ing the sparks without imparing the power of the engine by diminishing the draught or SAMUEL NOTT, Civil Engineer, Surther subscriber's Patent Machinery, which after the engine by diminishing the draught or veyor and General Agent, Bangor, Me. ter five years' successful operation, and now almost universal use in the United States (as

> Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with spikes made at the above named Factoryfor which purpose they are found invaluable, as their adhesion is more than double any

> All orders directed to the Agent, Troy,

Spikes are kept for sale, at Factory prices by I. & J. Townsend, Albany, and the pringreat promptitude, at reasonable prices, and the quality warranted. Address J. I. Brower, 222 Water street, New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.
Railroad Companies would do well to

ton, Ky.; T. L. Smith, sup't N. Jersey rail-road trans. co.; J. Elliott sup't motifer power Philadelphia and Wilmington railroad, Wil-County, New York. The subscriber man. manufacturing so as to keep pace with the daily increasing demand for his spikes.

> R. CASEY, CIVIL ENGINEER, No. 23 Chambers street, New York, scription, with Plans and Specifications, and when required, superintend their execution.

> He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by drain-

#### ILLINOIS.

a single mile of either canal or railroad in ope-same has been anticipated by all who would curve is at the western terminus of the road, in ration, and there appears to be little chance of otherwise emigrate to the State. The popular the city of Schenectarly. the Illinois canal being carried through for some time. Indeed, if it be true, that the canal cannot be expected to support itself, and pay 5 or 6 per cent. on the one and a half million required to complete it, for many years to come, numbers. The adjacent territories are filling up to none in the country. Its position is an important one. It forms a link in the great chain we do not see on what grounds its completion we do not see on what grounds its completion can be recommended. We were not a little surprised to find, that gentlemen, well acquainted zen owned more land than he wanted for culti- Utica and Schenectady railroad at its western with the country, and indeed deeply interested vation, or if he wanted to leave the country, or in the progress of the canal, considered that an income of \$200,000 could not be hoped for within the first few years. The tone of the messages of these western Governors is very peculiar, and is not such as to offer any encouragement to ets, as a tax upon our industry? No. Not one bondholders. Their crude dissertations on morals are not a little singular.

"The companies chartered, at the last session, to complete the Central railroad and the Northern Cross railroad from Springfield to the eastern boundary of the State, have not as yet complied with any of the terms of the several laws

by which they were created.

The act also to settle the account of Macalister and Stebbins has not been complied with by them; and it is now pretty certain that they never had, and never will have, the ability to comply with its terms. The bonds which they proposed to return, were not and have not been subject to their control. It will be recollected that these bonds were hypothecated to them, upon which the Fund Commissioner received the sum of two hundred and sixty-one housand dollars, to pay the semi-annual interest on the State debt, due on the first of July, 1841. These bonds were immediately re-hypothecated Fund Commissioner; and have ever since remained beyond their control. The money is to the terms of the above recited act; and many of them have been thrown into the market and of the interest on the public debt.

of the whole sum now due, amounting to \$209,304, the sum of \$100,000 may be collected and paid in by the first of May next. The revenue will be increased for the years 1845 and

1846, about \$5000 each year.

On the 31st October last, there were warrants on the Treasury outstanding to the amount of \$22,882; and on the same day there was an unexpended balance in the Treasury of \$11,733 66. be improved in every respect."

The sum now on hand, and that due, and expected to be collected, will be scarcely more than sufficient, by the strictest economy, to pay the current expenses of the State Government, the interest on the school fund, and the expenses of

this General Assembly.

As to the extraordinary debt of the State, contracted for the canal and other internal imcontracted for the canal and other internal improvements, no interest has been paid on it, which has accrued, since the first of July, 1841, tance the valley of the Mohawk river. The second the present month.

Not having received the Governor's Message, payment. The magnitude of this debt, compared which a railroad passes, pared with the resources of the State, has been a continual terror to the people. They have feet per mile.

Journal of Commerce. We believe there is not lived in expectation of oppressive taxes. The ture 5° per 100 feet, or 1145 feet radius. This

with the great principles of natural justice. It a fund shall be established, it ought to be so constituted, as to increase with the future prosperity of the country, and although it might be small at first, a probability ought to appear that, within a reasonable time, it will increase to such an increase to such an increase to such an increase intended it of the same of the amount as will answer the purpose intended; end. The soil is clay about two miles, being on it ought to be such a measure, as the people will the declivity of the hills which form the river

vious years, the sum of \$59,304. The probable contribute according to our ability, by making pattern, 56 lbs. to the yard. The chair alluded cost of assessing and collecting what is now due that our permanent policy, not to be added to or to is from an English pattern, similar to that to the State, is estimated at about \$18,000; and a fimit to the fears and imaginations of men, in as to admit of au oak key on each side of the relation to the huge phantom of expected taxes, rail, thereby holding the rails firmly in place, we might reasonably calculate to restore our-selves in the estimation of mankind, turn the provision, remedying completely the derangetide of emigration again into our country, accompanied by wealth and intelligence. Land, again, would become of some value. There would be a demand for it at once, and our condition would

> We are indebted to our Troy friends for the following descriptions of the Schenectady and Troy, and Troy and Greenbush Railroads: SCHENECTADY AND TROY RAILROAD.

and no provision of law has been made for such mery not surpassed by any section of country in

#### TROY AND GREENBUSH RAILROAD.

This road is about six miles in length, runcontrary, our taxes, for State purposes, are three times less than they are in the great and flour-ishing State of Ohio. Nevertheless, Ohio is advancing to greatness with unparallelled rapidity, while we are paralysed with the torpid fear of evil only, when no such evil really exists.

This road is about six miles in length, running northward along the east bank of the Itudson, and Albany road, at the depot at Greenbush, with the Troy and Schenectady road, which runs is done cought to be in conformity. Whatever is done ought to be in conformity road, as the Troy and Schenectady crosses the with the great principles of natural justice. If Hudson by a bridge, is formed a continuous line be satisfied with and cheerfully submit to. It bank, and a mile or more of the embankment will be impossible to raise money enough by is protected from the action of the current by a taxation to pay the entire interest; still some wall; the track is raised just above the level of thing may be done. the highest freshets. The road is level, except-In the year 1827, a portion of the land tax ing about a mile and a half, on which the was first given to the counties. This land tax steepest grade is six feet to the mile. There are These bonds were immediately re-nypoinecated was hist given at the commend to the State treasury.

by them, to raise the money advanced to the ought to be resumed to the State treasury.

Fund Commissioner; and have ever since renues thus derived, and such additional tax as curvature, the least radius being sixteen hundred due to the holders of the bonds in proportion to the Legislature in their wisdom will provide for, their advances. They have not, however, seen proper to present them for payment, according of which shall be sacred, and dedicated to the of twenty-five feet span, two wooden bridges, extinction of a portion, however small at first, with stone abutments, one of ninety feet span, of them have been thrown into the market and sold, from time to time, as other bonds.

The revenues of the State for the year 1844, are estimated, by the Auditor, at the sum of \$150,000, no part of which has yet been collected. There is also due, for arrentages of pre-lected. There is also due, for arrentages of pre-lected. There is also due, for arrentages of preprovision, remedying completely the derange-ment to which all other tracks are liable from contraction and expansion at different degrees of temperature.

The road was begun about three years since as a part of the New York and Albany road, but after a short time the work was suspended. It is now in progress of completion by an association, under an arrangement with the New York and Albany company. The cost, including cars and machinery, will not vary much The road was completed in November, 1842. this the superstructure will cost about seven

The track will be completed about the middle

#### MARYLAND.

The unfortunate condition of the finances of this State, and the extent and importance of the works for which she has incurred her heavy debt, give great interest to the following views and facts:

The law passed at December session, 1842. for the sale of the State's interest in the several internal improvement companies, remains a dead letter upon the statute books. No offer has been made which the Treasurer felt justified in accepting. In the enactment of this law, such violence is done to a 'preceding solenin engagement of the State, that there was probably no reference at the time to previous legislation on the same subject. By the 64th section of the act of March session, 1841, chap. 23, a deliberate promise was made to keep at the Treasury an accurate account of the revenue paid by the city of Baltimore, Howard district, and the several counties, and to transfer to them respectively, an equivalent amount of the stock of the State in the Chesapeake and Ohio Canal Company, whenever that company is prepared to make a dividend of six per cent. to its stockholders. The prudence and propriety of such an engagement may well be doubted; but the sacred obligation of the State to fulfil it, ought not to be questioned. Even in the absence of such an insuperable obstacle to the sale of the public works, the time has not arrived when such a purpose could be consummated, without sacrifices too serious to be encountered.

The last report of the Baltimore and Susque. hanna Railroad Company, which will be communicated, shews a gradual augmentation of their trade and transportation. During the last year there has been an increase in the number of passengers transported of 14,162: and in the quantity of produce and merchandise of 58.105,-739 pounds. The amount of trade passing over the road during the year, has been greater than at any former period; and exceeds by forty-five per cent. that of the year immediately preceding. The steady increase of the trade on the road between Baltimore and Pittsburgh, may be learned from the fact that the whole amount of transportation in 1839, was 4,105 tons, and some pounds, and during the last year it increased to the amount of 18,615 tons and some pounds. The amount paid into the Treasury during the past year by this company was \$20,000. This gradual augmentation of the means of the company, and of the amount of its annual contributions to the Treasury, encourages the hope that the day is not far distant when its contracts with the State will be faithfully complied with, and admonishes against a serious sacrifice of the State's interest in its

The relations to the State of the Susquehanna and Tide Water Canal Company are not those of a stockholder. Governed by a laudable desire to encourage the enterprize of our commercial emporium, the State loaned to that company its bonds, to the amount of one million of dollars. The annual interest thereon, being at the rate of five per cent., and payable in London, amounts to \$55,000. This company during the past year, has paid into the Treasury only ten thousand dollars, and stands indebted in tion of any individual citizen, holding, for the the sum of two hundred and two thousand dollars, for interest in arrear. There is reason to the transportation of travellers from Baltimore believe that the annual receipts at the Treasury, to Washington city, is to be confined exclusively from this company, are far short of its means of to the railroad, for the benefit of the State, and stood. Hence the curves and inclinations inpayment. The last annual report of the comthe stockholders of the company, it cannot with tended to be the exceptions, become the rule, year 1843, it appears that their receipts for that in charges, as will compel stage and steamboat year were \$65,585,38, and that their entire excompanies to withdraw from competition, with penditures for salaries, damages, repairs, inci- a return to high charges after all competitors are

the legislature, whether measures ought not to its laws.

It is betaken to compel full payment of the annual interest due, and a speedy liquidation of the whole amount of the interest in arrear. The financial condition of the State will not permit dition or future prospects. It is believed, howbe just.

the two works.

December, 1844, amounts to \$41,040,20. tablishment of several lines of stages, which sition of these claims. run daily between Baltimore and Washington city, and convey passengers for a sum less than State, nor of the corporation, can be made avail-that which the railroad company is by its charter authorized to charge.

charges on the road, in comparison with the terms on which the Norfolk line of steamboats proper to interpose by any modifications of the charter of the railroad company. The whole subject is again respectfully submitted to your consideration. During the recess, my attention has been directed to the eighth section of the act of December session, 1832, chap. 175, which gives to the Governor, during the recess of the Directors, having charge of the Washington Branch railroad, to reduce the fare for transporting passengers below the two dollars and fifty cents fixed by the charter of the company. Believing that, under the circumstances, it would have been improper to exercise this discretionary power, the authority was not given to the Board. The charges for transporting passengers should be permanent, and regulated by law, and not regulated by the arbitrary discre pany is not before me. By their report of the propriety be done by such temporary changes

dental expenses, &c., were 25,933,11, leaving a expelled. The travelling public are seriously nett profit to the amount of more than \$39,000, interested in this question, and have a right to which the company were under the clearest obli-expect from the State the establishment permagation to pay over to the State of Maryland. nently of such a rate as is reasonable, and will As the works of this company are completed supersede just cause for a resort to other means and in full operation, and the value of the State's of conveyance than those provided by the State, interest therein may be readily ascertained, it is through the medium of the corporations fos-respectfully submitted to the better judgment of tered by its patronage, and owing their existence

her to be generous. She has not the means to ever, that within that period no such material change has taken place in its affairs, as if com-No material change has taken place within municated, would assist the Legislature in de-the year in the receipts from the Baltimore and ciding finally—and it is most earnestly, but reone year in the receipts from the Baltimore and clong Inally—and it is most earnestly, but relook, and Washington Branch railroads, when specifully, nrged upon the Senate and House to compared with former years. The dividends do so—what disposition shall be made of the on the five hundred thousand dollars of stock very large interest of the State in that corporaheld in the Baltimore and Ohio Railroad Company, fall short of the interest payable on the subject cannot possibly be productive of good bonds issued for its purchase. But the dividends to any of the interests to be affected. For more and capitation tax on the Washington Branch, with other parties, in the undertaking to make a added to the small dividends on the Main Stem with other parties, in the undertaking to make a of the road, exceed to a small amount the whole canal from tide water on the Potomac, to the interest payable on the million of dollars in coal fields and iron ore banks of Alleghany. bonds issued by the State to pay for its stock in For five years past the work has made very the two works.

During this last period, the in-The capitation tax on the Washington Branch, terest due to the State, and of which it has rereceived at the Treasury for the year ending 1st ceived no part, amounts in the aggregate to The more than two millions of dollars. same tax for the three preceding years, averaged ration stands honestly indebted to the amount of annually \$40,157,46. This average shews that more than one million of dollars to individuals, the receipts are less than they ought to have many of whom are in a state of extreme want been, when the peculiar causes operating to and privation, caused by the unjust withholding increase the travelling during the year, and the of their hard earned wages. I submit whether natural increase of our population, are taken into considerations of public justice and private moconsideration. It is supposed that this failure raility, do not require, at the hands of the repre-to enlarge the income may be traced to the es-sentatives of the people, an early and just dispo-

If it shall appear that neither the credit of the State, nor of the corporation, can be made availof the canal, without ruinous sacrifices to the It will be remembered that the attention of creditors of the company, would it not be advithe Legislature, at its last session, was invited to sable, now, to adopt decided measures to deterthe alleged decrease of the State's income from the capitation tax, in consequence of the high in that company? When that has been done, charges on the road, in comparison with the by a foreclosure of the State's mortgages, the facilities for pledging our interest in the corporation will be so far increased as probably to diwere carrying passengers on the Chesapeake tion will be so far increased as probably to di-Bay. The General Assembly did not then think sede, the pecuniary sacrifices which have been heretofore considered necessary to ensure the completion of the canal to Cumberland.

It is stated in many of the papers, we know not on what authority, that the Housatonic Legislature, the right to authorize the Board of road is to be re-laid with heavy iron. The papers add that it is much needed, an assertion for which no authority is required. But we fear this is not the worst. The location of very many railroads in the United States is indifferent or bad, and the location of the Housatonic is generally considered to be peculiarly objectionable. The whole work was taken in one contract, the road to be located by the contractor within certain limits of gradients and curves, as we have always underand to make a first rate railroad without STEAM ON CANALS.

A letter on this subject, signed "Fitch," has been addressed to the Schuylkill canal com- And there remains a charge for freight pany, strongly urging the trial of propellers on a proper scale.

the important question now at issue between present charge of \$1 64, and obtain an inter of canals as well adapted to its use as the Delaware to Wilmington and Salem, and success. Schuylkill navigation. A large portion of with slight modifications, brave the Chesayour trade is carried directly from the coal re- peake, and monopolize for a time, both the the boiler with one or more tiers of balls, the patentee gion by the way of the Delaware river, the coal and the returnf reights of Baltimore."-Delaware and Raritan canal, and the Raritan Philadelphia Inquirer. river, to New York; but it encounters on this route various impediments."

The writer then describes the difficulties and delays of the present system, and his is to be 61 cts. by "the application of steam." mode of obviating them. He proposes the use of five horse engines, weighing two tons, and boats carrying 68 tons of freight; making in all, with two tons of fuel, 72 tons, and then gives this estimate:

observe that, on the line from Pottsville to observe that, on the line from Pottsville to New York, there is but 51 miles of Schuylkill canal, about 130 miles of open river, and 42 miles of canal in New Jersey, in all respects equal, for the present object, to an open river. These boats will run on the Schuylkill canal, about two and a half miles per hour, and on the residue of the line about two hour, and on theresidue of the line about two boat running day and night, will be:

Captain's wages, 7 days at \$1.00 \$7 00 Engineer's wages, 7 1.00 Two boys' wages, 7 Board of 5 66 50 3 50 30 Board of 5 hands, 7 1.50 Two tons nut coal, 1.50 Depreciation of boat, which will cost \$5,50, and last six years—assuming 35 weeks for the working year, -Depreciation of engine, etc., which will cost \$4,50, and last ten years-per trip,

Interest on cost of boat and engine at 6 per cent. per annum-per trip, Repairs and contingencies \$80 per annum, and per trip, Cost of a trip of seven days,

which will be the cost of conveying an aver- for weighing the coal passing over it, and we age load of 65 tons from Pottsville to New are pleased to learn that the receipts of the York, and returning with the empty boat. company are such as to warrant the increased This is just 61 cents per ton.

The charge this season from Pottsville to New York is

" Delaware and Raritan, 30 c., and towing, of -By the application of steam you can re-

Deduct toll on Schuylkill nav., 36 c, ?

duce this to "I have no intention to discuss in any form or you may charge 75 cents in place of the

Omitting tolls, it will be seen that the present charge from Pottsville to New York, a distance of 223 miles, is \$1.64 per ton, which "To determine these expenses, we are to of propellers is one, however, of such vast in

held in Portland on the subject of the Monmiles an hour against tide, and six miles an treal railroad. The great difficulty will be hour with the tide—or at an average speed of the whole where the board of works, with four miles in the river. The trip to New York and back, loading and unloading, will consume seven days. The expenses for a host rupning day and in the whole power of the government, will use the whole power of the government, will use the whole power of the balance of their seven million loan is only about two millions, boat rupning day and will not found will not found to the works, with and will not finish the canals commenced. Still this is the last opportunity, for in another 7 00 year all the money will be spent, and in place of railroads to increase the value of their 3 50 property they will—like Ohio—enjoy the 20 sweets of taxation. But the attempt should be made promptly and with vigor.

Large Scale .- The new scale, now in the course of construction in Philadelphia, by 2 62 Messrs. Ellicott & Gibson, for the Mine Hill and Schuylhill Haven railroad, is said to be one of the largest ever made in this country. 1 26 It is 116 feet in length, and will be capable of weighing 100 tons. Its machinery is of an 1 72 improved construction, and rests on 17 heavy granite pillars. It will be put up near the 2 30 scite of the present scale. The increased trade of this road requires increased facilities expenditure.

STEAMERS.—There were built at Pittsburg \$2 30 during the year ending on the 1st of the present by 11,000,000 in 1844.

month, fifty steamboats, of the aggregate tonnage of 12,067 tons. Three more are in course of construction, and one steamship of 1000 tons is nearly ready for launching.

We give the following extracts from late numbers of the Mining Journal.

RAILWAYS IN INDIA .- We have been favored with a copy of correspondence between Mr. R. M. Stephyou and a rival work. I presume that you are the proper judges of your own position, and if you are not, it is no affair of mine. I am interested in the extension of the use of the steam engine, and I think that in this at least we have a common interest. The invention of the Ericsson propeller has opened a new and wide field for the application of steam.—

This instrument has been successfully introduced on various canals, but in few instances other river towns. They can descend the live with the important undertaking the most complete the steam of the Ericsson propeller has opened a new and wide field for the application of steam.—

They can run up the Hudson to dured on various canals, but in few instances other river towns. They can descend the live with the important undertaking the most complete live with the catalliant and the deputy governor of Bengal, respecting a copy of correspondence between Mr. R. M. Stephenson and the deputy governor of Bengal, respecting in the case of 30 to 40 per cent. on the capital invested in the east of 30 to 40 per cent. on the capital invested in the east of 30 to 40 per cent. on the capital invested in the east of 30 to 40 per cent. on the capital invested in the east of 30 to 40 per cent. on the capital invested in the east of 30 to 40 per cent. on the capital invested in the cast blishment of fall that every facility will be as an another complete as on and the deputy governor of Bengal, respecting a copy of correspondence between Mr. R. M. Stephenson and the deputy governor of Bengal, respecting in the capital invested in the east of 30 to 40 per cent. on the capital invested in the capital the capital invested in duced on various canals, but in few instances other river towns. They can descend the ily wish the important undertaking the most complete

> Napier's Steam Priming Preventor .- This contrivance lies in covering the surface of the water in preferring in practice those made of hollow metal. By this means he expects to check violent ebullition, so as to prevent the water from being carried up in any considerable quantity by the steam, and also that the surfaces of the upper tier of balls shall intercept the minuter particles of water, and allow the steam to be evolved in a comparatively dry state.

IRISH STEAM ENGINES .- In the Mining Journal of This is much belowiw anything known in the 5th ult., we noticed the successful trial of the enthis quarter, either on canals or rivers." We gines of the Shannon steamer, which had been manufactured by Messes. Perry and Co., of the Ringsend hear that the Delaware and Hudson coal com-pany pay 50 cents per ton for a distance of first passage to Belfast has been most satisfactory, thus 100 miles on the Hudson river. The subject proving the superiority of the engines by making her of propellers is one, however, of such vast in

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-	ws nis or	2-	1	8	8	38	38	000	8	8	8	9	9	8	10
	INCREASE IN THE VALUE OF RAILWAY CAPITAL.—The following table shows the amount of capital authorized to be raised by shares in twelve of the principal railways; the amount of increase which has taken place in the value of this capital in October, 1843 and 1944, as compared with 1842; and the premium or discount per cent. at which it was quoted in the share lists for these years:	Bun to be 1842 1843, 1844, Increased value of elearer raised by glass glass compared with 1842, with 1842.	1844.	£760,000	918,000	510,000		7.0	9,325,000	0,	444,000	395,000	0,9	888,000	5,112,000 10,889,00
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l	INCREASE IN THE VALUE OF RAILWAY CAPITAL.—The following table the amount of capital authorized to be raised by shares in twelve of the preailways; the amount of increase which has taken place in the value capital in October, 1843 and 1844, as compared with 1842; and the premidiscount per cent. at which it was quoted in the share lists for these years:	NAME OF RAILWAY.		Birmingham and Gloucester £1,187,000	Sirmingham and Derby	Shatol and Exeter	Grand Junction	Gt. North of England.	Great Western.	Liverpool and Manchester.	London and Birmingham	Loudon and Brighton.	South Western	South Eastern	. :
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Thus, in 1843 the value of these twelve lines was upwards of £5,000,000 more than in 1842, and near-

	E	GLISH RAILR			The second secon	
	ened. n pounds, be raised	inds.	for six months d in latest ball at set and in six months for six m	IST   1 5	RAILWAYS.	Capital.
	pom e ra	to be raised mortgage, in pounds.	cost of working on a stated in latest lance sheets.  Total estraings, in pounds for sax mon as stated in latest lance sheets.  Per share.		Aberdeen	1,600,000
NAME OF RAILWAY.		nor mor	works for six in late tests.  estraing for six in late for six in late share.	share.	Barnsley Junction Belfast and Ballymena	200,000
. HAME OF RELEVIES	Miles of sums in survived thares.	snms, in rized to lin or moi selms, in elms, in balance.	st leet		Blackburn, & Accrington.	400,000
	Miles op	lal snms horized loan or r tal snms cended a est balan	nunds for sated in nuce sheets. Total estrumes, for stated in the stated in the stated in the sheets.  Per sha		Birk, and Chesh, Junction. Bolt, Wigan and Liverpool	
	Tot	Tot Tot late	Saga £ s. d.£ s		Caledonian	1,800,000
Arboath and Forfar	15 102,000	35,000 138,870	0 12 62 1		Cambridge and Lincoln Chatham and Portsmouth.	1,250,000
Birmingham and Gloucester Brandling Junction	23   161,700				Chester and Wrexham	120,000
Bristol and Gloucester	37 1-2 400,000	211,000	nil	iil. 30 3650	Churnet valley	1,800,000
Chester and Birkenhead Dublin and Drogheda	14 1-2 750,000 31 450,000		5,856 13,148 0 8 6 1 ni	hil. 55 7271	Dublin and Belfast	950,000
Dublin and Kingston	6 200,000	152,200 359,000	6 0 0 6	0 0 100 166 1	Dundee and Perth	250,000
Dundee and Arbroath	16 3-4 100,000 18 3-4 169,350		2,989 6,993 1 5 0 5 9,889 17,702   nil		Edinburg and Northern Elv and Bedford	800,000 270,000
East County and North and East	86 1-4 4,443,200	1,341,155 3,931,905	47,385 118,726 1 6 6	45 5720	Glasgow, Dum. & Carlisle	1,300,000
Edinburg and GlasgowGlasgow, Paisley and Ayr		375,000 1,649,523	29,429 55,866 1 2 6 4 1 12,446 36,736 1 2 6 4 1		Gt. South, and West. Ext. Gt. Grimsby and Sheffield	
Glasgow Paisley and Greenock,	22 1-2 650,000	216,666 787,881	11,572 23,177 0 5 0 2	0 0 25 1251	Harwich & E. coun. Junc.	160,000
Grand Junction	45 969 000		84,309 195,080 5 0 0,10 12,201 36,189 1 12 6 3		Huddersfield & M. rl. a cl. Kendal and Windermere	
Great Western	221 3-4 4,650,000	3,679,343 7,272,539 1	32,235 369,904 3 10 0 7	0 0 75 13821	Leeds and Dewsbury	400,000
HartlepoolLeicester and Swannington	15 1-2 438,000 16 1-4 140,000	155,540 719,205	2,207 6,317 1 5 0 5	0 0 100 \$1	Leeds and Thirsk Liv. Ormskirk & Preston.	800,000 600,000
Liverpool and Muschester	32 1,209,000	497,750 1,739,835	57,239,117,559,5 0 0,10	0 0 100 2032 1	London and Portsmouth	1,750,000
LlanellyLondon and Birmingham	27 200,000	44,000 221,624	1 002	0 0 87 21	London and York Lodonderry & Enniskillen	5,000,000
London and Blackwall	3 3-4 804,000		15,978 23,870	16 651	Lynn and Ely	200,000
London and Brighton	56 1,793,800 8 1-2 550,000	998,350 2,630,451 229,000 761,885	29,372 84,880 0 12 0 2 7,583 10,545 0 5 0 2 1	8 0 50 47	Manchester, Bury & Ross. Manchester and Buxton	
London and CroydonLondon and Greenwich	3 3-4 759,383				Mullingar and Athlone	250,000
London and South Western	92 3-4 2,222,100 31 2,100,000				Newcastle and Berwick	700,000
Manchester and Bolton	31 2,100,000 10 778,100		15,397 58,162 1 0 6 5 8,585 21,140 2 2 0 4 1		Richmond & W. End Jun. Scottish Central	700,000
Manchester and Leeds and Hull		1,943,932 3,921,593	46,653 156,761 71. &		Sheffield and Lincolnshire	
Midland railway		1,719,630 6,279,056  $188,563 1,135,069 $	76,983 281,898 26,499 73,947 4 0 0 4	0 0 100 105	Shrewsbury and Gd. June. Shrew. Wolv. Dudiv & B.	400,000
Newcastle and Darlington	23 500,000	405,728	nil	hil. 21 495	Frent Valley	900,000
Newcastle and North Shields	7 150,000 739,201	153,876 309,629 308,306 1,015,447	8,943, 18,466	0 0 50 37	West London Extension West Yorkshire	1,000,000
Paris and Orleans	82 1,600,000		0 16 0 8	0 0 20 395	Whitehaven & Maryport	100,000
Paris and Rouen	84 1,440,000 19 830,000	179,852 355,161		0 0 20 38 nil. 50 18	Boulogne and Amiens	1,500,000
Sheffield and Manchester	19 1,150,000	311,759 951,455	11,895 14,876 nil	nil.   82 93 <b>\</b> 0	Central of France	1,280,000
South Eastern		1,530,277 3,461,172 154,785 590,006	40,993 81,482 0 10 6 2 8,509 18,414 1 0 0 6		Lyons and Avignon Orleans Tours & Bordeaux	
Taff ValcUlster	25 519,150	20,000 348,626	. 5,401 13,856 0 15 0 5	1 8 29 37	Paris and Lyons	2,500,000
Yarmouth and Norwich	20 1-2 187,500	62,500 230,250 167,500 676,644	27,132 55,752 2 10 0 10	nil.   16 2571 0 0 50 10071	Paris and Orleans	1,600,000
Steam and Mis	~~~~~	·····	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~	·····	~~~
NAME OF COMPANY.   Num. of [Ar	n't. of   Amount, Div.	p.c. Last Present	NAME OF COMPANY.	shares. sh	t. of Amount Div. p.c. Last are. paid. per ann. price	e. price.
AngloMexican Mint 10,000 1	hare. paid. per a	nn. price. price.	Loughborough	2,409 100	2 3-4 142 3-4 70 1140 100 10 160	160
Anti dry Rot 10.000	18 1-2	2  \$	Melton Mowbray	250 100	100 10 117	117
Australian Trust company 5,700 10 General Steam Navigation 20,000 1	0   35	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Mersey and Irwell	3,000 100		15
Gt. Western Steam Pa	100	25	Neath	247 100	100 17 365	365
Metropolitan Wood Pav 15,000 1 Patent Elastic Pav 10,000	0 6 5	65-8	Oxford	1,786 100	100 30 505 3-4 33 3-4 2 5-8 25	25
Peninsular and Oriental 11,493 5	50 50 7	61 3-4 65	Shropshire	500 125	125 6 120	120
Ditto	60 40 7		Somerset coal	800 150 700 140	150 7 1-2 123	123
Polytechnic Institution						1490
Polytechnic Institution	1400		Shrewsbury	509 125		180 230
Polytechnic Institution	00 60	36 1-2 37	Stourbridge	300 145	145 14 360	
Polytechnic Institution.	00 60 05 5 10 7 1-2 10	36 1-2 37	StourbridgeStroudwaterSwansea		145 14 360 150 19 15 240	230
Polytechnic Institution	00   60   55   7 1-2   10	36 1-2 37 35 15	StourbridgeStroudwaterSwanseaSevern & Wyc & Rail. Av	300 145 200 150 533 100 3,762 20	145 150 100 100 15.2 26.1-2 15.2 26.1-2 15.2 30	230 · . 360
Polytechnic Institution.	00 60 5 5 7 1-2 10 50 100	15	StourbridgeStroudwaterSwansea	300 145 200 150 533 100 3,762 20 2,600 50 8,149 19	145   14   360   150   15   15   240   15   25   1-2   65   495   1-4   19   1-4     10	230 360 240
Polytechnic Institution	00   60     50     10   50     10   50     10   100     18   3   av.   4	15	Stourbridge	300 145 200 150 533 100 3,762 20 2,600 50 8,149 19 5,000 100	145   14   360   15   15   15   15   15   15   15   1	230 4 360 240 30
Polytechnic Institution	00   60     5     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10	70 70 180 180	Stourbridge	300 145 200 150 533 100 3,762 20 2,600 50 8,149 19	145   14   360   150   15   240   15   25   1-2   30   495   1-4   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160	230 4 360 240 30
Polytechnic Institution	00   60     50     10   50     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     1	70 70 180 180 180 181 181 182 18 182 18 182 18 182 18 182 18 18 18 18 18 18 18 18 18 18 18 18 18	Stourbridge. Stroudwater Stroudwater Swansea Severn & Wyc & Rail. Av Trent and Mersey Thames and Medway Warwick and Birmingham. Warwick and Napton.	300 145 200 150 533 100 3,762 20 2,600 50 8,149 19 7,000 100 980 100 Water We 4,800 25	145   14   360   150   15   240   15   25   26   1-2   26   1-2   30   495   1-4   19   1-4     10   100   10   1-2   167   100   10   1-2   167   100   10   1-2   157   122   122   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125   125	230 360 240 30 10
Polytechnic Institution	00   60     55     10   55     10   50     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10     10	70 180 180 180 150 13 1-2 365 365 365	Stourbridge. Stourbridge. Swansea Severn & Wyc & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham. Warwick and Napton Birmingham.	300 145 200 150 533 100 3,762 26 2,600 50 8,149 19 2,000 100 980 100 Water W 4,800 25 4,433 100	145	230 360 240 30 10 28 225
Polytechnic Institution	00   60     50     100     100     140   144   79   100   100     100   100   20   do.   do.   do.   94   do.   do.   94   do.   95   40     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100	70 70 180 180 160 150 160 250 250 255 2105 105	Stourbridge. Stroudwater Stroudwater Swansea Severn & Wye & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham. Warwick and Napton. Birmingham East London. Grand Junction. New River L. B. Ann	300   145 200   150 533   100 3,762   26 2,600   50 8,149   19 3,000   100 980   100 Water We 4,800   25 4,433   100 5,500   a	145   14   360   150   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   25   25   25   25   25   25   25	230 360 240 30 10 10 28 225 90
Polytechnic Institution	00   60     50   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	70 70 180 180 150 160 13 1-2 13 1-2 365 250 250 105 105 440 440	Stourbridge. Stroudwater Stroudwater Swansea Severn & Wyc & Rail. Av Trent and Mersey Thames and Medway Warwick and Birmingham. Warwick and Napton.  Birmingham East London. Orand Junction New River L. B. Ann. Manchester and Salford.	300   145 200   150 533   100 3,762   26 2,600   50 8,149   19 3,000   100 980   100 Water We 4,800   25 4,433   100 5,500   a 1,500   6,486   a	145   14   360   150   19   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   25   25   25   25   25   25   25   2	230 360 240 30 10 10 28 225 90 57
Polytechnic Institution	00   60     55   7   1-2   10   50   50     100   100     100   14   8   3-4   79   10   100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100     100	70 70 180 180 180 150 250 250 105 440 440 440 162 161 1-2	Stourbridge. Stroudwater Stroudwater Swansea Severn & Wye & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham. Warwick and Napton. Birmingham East London. Grand Junction. New River L. B. Ann	300   145 200   150 533   100 3,762   26 2,600   50 8,149   19 -,900   100 Water We 4,800   26 4,433   100 5,500   a 1,500   6,486   a 1,000   8,294   a	145	230 360 240 30 10 10 28 225 90
Polytechnic Institution	00   60     50     100   50     100     140   144   79   100   100   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.   40.	70 70 180 180 160 150 250 250 250 105 440 440 440 440 162 20	Stourbridge. Stroudwater Stroudwater Swansea Severn & Wye & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham. Warwick and Napton.  Birmingham East London. Grand Junction. New River L. B. Ann. Manchester and Salford. Vauxhall, lt. S. London. West Middlesex.	300   145 200   150 533   100 3,762   26 2,600   50 8,149   19 3,000   100 980   100 Water We 4,800   25 4,433   100 5,500   a 1,500 6,486   a 1,000 8,294   a	145   14   360   150   151   151   152   152   153   154   155   240   155   240   155   256   1-4   199   144   150   160   161   152   167   160   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   161   1	230 360 240 30 10 10 28 225 90 57 55
Polytechnic Institution	100 60 50 100 50 100 100 100 100 100 100 100 100	70 70 180 180 160 150 250 250 250 105 105 440 440 440 162 161 1-2 20 8 8 8 185 185	Stourbridge. Stroudwater Stroudwater Stroudwater Swansea Severn & Wye & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham Warwick and Napton.  Birmingham East London. Grand Junction. New River L. B. Ann. Manchester and Salford. Vauxhall, it. S. London West Middlesex.  Commercial Dock. East and West India.	300   145 200   150 533   100 3,762   26 2,600   50 8,149   19 -900   100 Water We 4,800   26 4,433   100 5,500   a 1,500   6,486   a 1,000   8,294   a Docks, 1,005   100 st	145	230 360 240 30 10 10 28 225 90 57 55 127
Polytechnic Institution   Reversionary Int. Soc   5,387 10     R. Mail Steam Packet   15,000 10     South Western Steam   4,000 2     Ship Owners' Towing   3,000 1     Thames Tunnel   4,000 5     University College   1,500 10     Ashby do la Zouch   1,432 11     Barnsley   720 10     Birmingham, 1-15 share   3,000 11     Do. and Liverpool Junct   4,000 16     Coventry   500 10     Cromford   460     Derby   600     Erewash   231     Forth and Clyde   1,297 40     Grand Junct   11,600 10     Grand Surrey   1,500     Gloucester and Berkley   5,000     Grantham   749 15     Lancaster   11,609 4	100   60     100   5   7   1-2   10   100   50     100   100   14   100   14   100   100   14   100   100   20   100   do.   do.   150   do.   do.   150   7   1-4   47   1-4   3	70 70 180 180 160 150 250 250 250 105 440 440 440 440 162 161 1-2 20 8 8 185 40 40	Stourbridge. Stroudwater Stroudwater Stroudwater Swansea  Severn & Wye & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham. Warwick and Napton.  Birmingham East London. Grand Junction. New River L. B. Ann. Manchester and Salford Vauxhall, it. S. London West Middlesex.  Commercial Dock. East and West India. London.	300   145 200   150 533   100 3,762   26 2,600   50 8,149   19 -900   100 Water We 4,800   26 4,433   100 5,500   a 1,500   6,486   a 1,000   8,294   a Docks. 1,065   100 3,238,310   st	145	230 360 240 30 10 10 28 225 90 57 55 127
Polytechnic Institution	100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	70 70 180 180 160 150 250 250 250 105 440 440 440 440 440 440 440 440 440 4	Stourbridge. Stroudwater Stroudwater Stroudwater Swansea Severn & Wye & Rail. Av Trent and Mersey. Thames and Medway Warwick and Birmingham Warwick and Napton.  Birmingham East London. Grand Junction. New River L. B. Ann. Manchester and Salford. Vauxhall, it. S. London West Middlesex.  Commercial Dock. East and West India.	300   145   200   150   153   100   3,762   26   2,600   50   8,149   19   2,900   100   100   25   4,433   100   5,500   a   1,500   6,486   a   1,000   8,294   a   Docks.   1,065   100   st.   3,238,310   st.   3,238,310   st.   1,352,752   st.	145   14   360   150   19   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   240   15   25   25   25   25   25   25   25	230 360 240 30 10 10 28 225 90 57 55 127

AM	ERICAN				D CANA		E,	1 C.				
STATE WORKS.	in miles				Income.	Exp		The l	State Can 5 feet wie	de, and 80 to 9	eet deep, and the O feet in length.	-
Black river canal(4 years' deficiencie	s) 35							No	interest	is allowed	on the yearly	defici
Cavuga and Seneca—(14 years' del.)	21											
Champlain canaldef)	23							The C	zenessee	valley and	Black river co	mals
Chanango—(7 years' def.)	97							quire !	large sur	ms for their	completion, the	inter
Crooked lake—(10 years' def.)	8							on wh	ich is m	uch greater	than the estimat	ted or
Frie onlargement of	363							incom	c of the	se canals wl	ien finished.	The e
Genessee valley—(5 years' def.)	150	4,167,846		13 810	****	• • • •		mated	costs ar	re \$2,000,00	and \$600,000	, and
Operate labor (4 years' def)	. 6	85.082										
Ozwego — (14 years' def.)	38										o are 405,000 a	ard of
Beaver division canal	25											
Delaware canal	60											
French creek	45	1		1		1						,326, 1
Main line	80											
Susquehanna division canal	39									-		578,
Inniata canal	130									-		252,
Portage railroad	36									-		319,
Western division canal	105						• • •					13,
North branch Susquehanna canal	73							100	ich #59	DLS, -	m 119 miles of	,164,
												ranto
Hocking canal		947.670	4.757		4,926							prope
Miami canal		1,660,742	68,640		74,901			tax of	5 1-2 n	mills on the	dollar. There	are 8
Miami extension		2,949,250										
Muskingum		1,602,018										
								43 be	only #15.	3 770 thous	the increase of	44 0
								hibite	a great	ter increase	throughout the	COUR
Western road								than e	ever befo	ore known.		
Sundry works		11,000,000						The	ese 21 n	illions on su	indry works yie	eld no
Sundry works		10,000,000										
Central railroad	8 60	9 776 907	94 064	7007				well	as the	Southern r	oad, and furni	isnes
Southern fairtoau	<b>~~~</b>	1,2,110,201	~~~	~~~	~~~	~~		~~	~~~			_
CANALS.	in	Cost.	Incom	e. De	r Inc	ome.		per	of		REMARKS.	
Blackstone							-	- Cent.	Sivica.			-
		400,000										
Beaver and Sandy, (part)		1,000,000										
Charleston, (S. C.)		10.000				1 ,				We may,	perhaps, at son	ne fut
		12,370,470	47,637 .				• • •		t	time be enal	oled to give the	part
		300,000										
		3.500.000	279 795 10	19 991	1		i			complete to t	he coal mines	hone
Farmington							4		!t	rifling inco	me. The Mo	orris
James river and Kenhawa									h	een lately so	old for one milli	ion, c
									f	ourth of it	s original cost	
Port Deposit.	. 10	200,000	00 602 5	2 20-	••••••					Schuylkill c	anal steck ha	is fa
		300,000	99,025 5	00,021								sare
		2,900,000								pateu to pay i	ig on dents.	1
		2,000,000									- 1.	
Morris	. 101	1,000,000					1				1	
Dismal Swamp	.1	l				١						
CANADIAN CANAIS		No. of Locks	ge , and	Size of In	ks.	Wie			1 22 .	Expended		
	miles.	locks. in fee	-			Bott	m	Surface		Sept. 1843		
trunk from Port Colborna to Port Dolbo	30	21 200				4.0	4		3,918,5	2,485,57		
					1					.		
		1 6	150 200	45	9 1-2	4		85		• • • • • • • • • • • • • • • • • • • •	regular staten	
		1 0	200	13	. 9	4.	1.	00			culated to g	
creek branch to Port Maitland & below										• • • • • • • • • • • • • • • • • • • •	ideas of cost	
creek branch to Port Maitland below The St. Lawrence canal		9 7	200	AR		54	(B)	On				er n
creek branch to Port Maitland { below The St. Lawrence canal	2	2 7 2 11 1	200	45 45	9	56		90 90	672.4	198 97	come are ev	
creek branch to Port Maitland below The St. Lawrence canal	2	2 7 2 11 1 1 3 1	2 200	45 45 45	9 9	50	0	90 90 90	672,4	198 97.	lished.	
creek branch to Port Maitland below Che St. Lawrence canal Sand Port Cardinal Plat. Sand Port Cardinal Plat. Sand Port Cardinal Plat. Sand Port Cardinal Plat. Sand Port Plat. Sand Passing the Long Sault rapids Sand Passing the Long Sand	2 4 3-4	2 11 1 1 3 1 7 48	-2 200 -2 200 200	45 45 55	9 9 9	50 50 10	0	90	865,3	372 1,665,663	lished. About 3	
creek branch to Port Maitland below the St. Lawrence canal sand Port Cardinal Plat. n's point. Il, passing the Long Sault rapids. lois, do. Coteau, Cedars and Cascades ro	2 4 3-4 11 1-2 ad. 11 1-4	2 11 1 1 3 1 7 48 9 82 1	-2 200 -2 200 -2 200 -2 200	45 45 55 45	9 9 9	50 50 100 80		90 90 150 120	865,3 1,190,0	372 1,665,663 087 275,420	lished. About 3 have been c	xpen
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 11 1-4 8 1-2	2 11 1 1 3 1 7 48	-2 200 -2 200 -2 200 -2 200	45 45 55	9 9 9	50 50 10		90 90 150	865,3 1,190,0 old can	372 1,665,663 087 275,420 nal. 400,000	lished.  About 3 liave been c since Sept. 45	xpen 3. G
creek branch to Port Maitland below. The St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2	2 11 1 1 3 1 7 48 9 82 1 5 44 1	-2 200 -2 200 -2 200 -2 200	45 45 55 45	9 9 9	50 50 100 80		90 90 150 120	865,3 1,190,0	372 1,665,663 087 275,420 nal. 400,000	lished. About 3 have been c since Sept. 44 income for 43 306, upon 82	xpends. Gr 3, \$10 miles
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2	2 11 1 1 3 1 7 48 9 82 1 5 44 1	-2 200 -2 200 -2 200 -2 200 -2 200	45 45 55 45 45	9 9 9 9 9	50 50 100 80 80		90 90 150 120 120	865,3 1,190,0 old can 1,001,3	372 1,665,663 087 275,420 1al. 400,000 333 64,439	have been c since Sept. 44 income for 43 306, upon 62 canal costing	xpen 3. Gi 3. \$10 miles
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2	2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	-2 200 -2 200 -2 200 -2 200	45 45 55 45 45 45	9 9 9 9 9 9	50 50 100 80		90 90 150 120 120	865,3 1,190,0 old can 1,001,3	372 1,665,663 187 275,420 181 400,000 133 64,439	have been c since Sept. 44 income for 43 306, upon 62 canal costing	xpen 3. Gi 3. \$10 miles
creek branch to Port Maitland below.  Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2	2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	-2 200 -2 200 -2 200 -2 200 -2 200 -2 200	45 45 55 45 45	9 9 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1	50 50 100 80 80 80 60	1844.	90 90 150 120 120	865,3 1,190,0 old can 1,001,3 200,0	372 1,665,663 087 275,420 1al. 400,000 333 64,439	have been c since Sept. 44 income for 43 306, upon 62 canal costing	xpen 3. Gi 3. \$10 miles
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2 	2 11 1 3 1 7 48 9 82 1 5 44 1	-2 200 -2 200 -2 200 -2 200 -2 200 -2 200	45 45 55 45 45 45 1843. Income.	9 9 9 9 9 9	50 50 100 80 80 80 60	1844.	90 90 150 120 120 36	865,3 1,190,0 old can 1,001,3 200,0	372 1,665,663 375,420 275,420 400,000 33 64,439 000 440,000 Value of	lished. About 3 have been c since Sept. 45 income for 45 3 16, upon 62 canal costing	xpends. Gr 3, \$10 miles
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2 66 12 Length miles R. rd. Ca	2 11 1 3 1 7 48 9 82 1 5 44 1	-2 200 -2 200 200 -2 200 -2 200 -2 200 120 Gros 	45 45 55 45 45 45 1843. Income.	9 9 9 9 9 9	50 50 100 80 80 80 60	1844.	90 90 150 120 120 36	865,3 1,190,0 old can 1,001,3 200,0	3721,665,663,663,867,426,400,000,333,64,439,000,440,000,000,000,000,000,000,000,00	lished. About 3 have been c since Sept. 45 income for 45 3 16, upon 62 canal costing	xpends. Gr 3, \$10 miles
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2 	2 11 1 3 1 7 48 9 82 1 5 44 1	-2 200 -2 200 200 -2 200 -2 200 -2 200 120 Gros 	45 45 55 45 45 45 1843. Income.	9 9 9 9 9 9	50 50 100 80 80 80 60	1844.	90 90 150 120 120 36	865,3 1,190,0 old can 1,001,3 200,0	3721,665,663,663,867,426,400,000,333,64,439,000,440,000,000,000,000,000,000,000,00	lished. About 3 have been c since Sept. 45 income for 45 3 16, upon 62 canal costing	xpends. Gr 3, \$10 miles
creek branch to Port Maitland   below Che St. Lawrence canal	2 4 3-4 11 1-2 ad. 11 1-4 8 1-2 	2 11 1 3 1 7 48 9 82 1 5 44 1	-2 200 -2 200 200 -2 200 -2 200 -2 200 120 Gros 	45 45 55 45 45 45 1843. Income.	9 9 9 9 9 9	50 50 100 80 80 80 60	1844.	90 90 150 120 120 36	865,3 1,190,0 old can 1,001,3 200,0	3721,665,663,663,867,426,400,000,333,64,439,000,440,000,000,000,000,000,000,000,00	lished. About 3 have been c since Sept. 45 income for 45 3 16, upon 62 canal costing	xpends. Gr 3, \$10 miles
28155190000000000000000000000000000000000	Black river canal—(4 years' deficiencie Cayuga and Seneca—(14 years' def.). Champlain canal. Chemung—(11 years' def.). Chenango—(7 years' def.). Crooked lake—(10 years' def.). Erie—enlargement of Genessee valley—(5 years' def.). 52 miles opened, cost \$1,500,000. Oneida lake—(4 years' def.) Beaver division canal. Delaware canal. French creek. Main line Columbia railroad. Susquehanna division canal. Juniata canal. Portage railroad. Western division canal. North branch Susquehanna canal. West branch Susquehanna canal. West branch Susquehanna canal. Miami extension. Muskingum. Ohio Muskingum. Ohio Wahash Wahonding Western road. Sundry works. Central railroad. Sundry works. Central railroad. Southern railroad.  CANALS.  Blackstone. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Kenhawa. Middlesex Port Deposit. Delaware and Kenhawa. Middlesex Port Deposit. Delaware and Kenhawa. Middlesex Port Deposit. Delaware and Raritan. Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  he Welland canal. brunk from Port Colborne to Port Dalhou	Black river canal-	Black river canal - (4 years' deficiencies)   35	Income.   Inco	STATE WORKS   Cavuga and Seneca—(14 years' deficiencies)   Cavuga and Seneca—(14 years' def.)   21	Black river canal—(4 years' deficiencies   35	Black river canal	Black river canal	Black Fiver canals—(4 years' deficiencies)   35   2,966,255   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   16,557   10,953   15,937   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10,557   10	Black river caual—(4 years' defciencies)   35	Brack river caush—(4 years' deficiencies)   3   2,066,255   5   5   5   5   5   5   5   5   5	Brant   Works   Arms   deficiencies   2

		Le ngth			43.	Div.		14.	Div.	Value	1
	RAILROADS.	in miles.	Cost.	Gross.	Nett.	per cent.	Gross.	me. Nett.	per cent.	of stock.	REMARKS.
Ie.	Illnel'd. in "Bost. & Me." & "Eastern."										We have no returns from the Ma
H.	2 Concord	100	1 204 050	170 745					13		or New Hampshire roads.
SS.	3 Boston and Maine	109	1,384,050 1,863,746			. 8					The annual reports of the Massac
	5 Boston and Providence	28	1,863,746						• • • •	109	setts roads will soon be out. The crease for '44 is very great; the rece
	6 Boston and Worcester	48	2,885,200							103	of the Western road being about \$8
	7 Berkshire	21	250,000		17,500	7					000.
	8 Charlestown branch		250,000			13					7 - 7
- 1	9 Eastern	105	2,388,631	279,563	140,595	6					
	10 Fitchburg	25 1-2									
	12 Nashua and Lowell.	14 1-2						1		1	
	13 New Bedford and Taunton.	20	428 543	50 671	24.000	6					
•	14 Norwich and Worcester	59	2,166,566 250,000	162,336	24,871				3°	67	
	15 Taunton branch		250,000								
	16 West Stockbridge	3	0 210 500	E 22 000							
	17 Western, (117 miles in Mass.)	150	8,319,520	013,002	201,432					92	•
n.	19 Hartford and New Haven	38	3,500							92	0.5556
•	20 Housatonic,	74	1,244,123				1150,000				
	21 Stonington, (year ending 1st Sept.)	48	2.600,000	113 889			154 794	79 845		40	
Y.	22 Attica and Buffalo	31 1-2	268.275	45 896	7.522						Ishara and Orange and Catalin a
	23 Auburn and Rochester	78 26	1,727,361	189,693	07 224	••••			• • • •	110	Ithaca and Oswego and Catskill a Canajoharie roads were sold by the st
	25 Buffalo and Niagara	20	145,931	.86,291	27,334						The former does little, the latter nothing
1	26 Erie.(446 miles.)		5,000,000							28	and the same and the same same same same same same same sam
1	27 Erie, opened	53			48,000						
- 1	28 Harlem	26	2,200,000								
	29 Hudson and Berkshire.		1 500 000			• • • • •			• • • •	77	1 - 7 -
	30 Long Island	95	1,500,000 1,030,949	60 040	50 700	• • • • •	• • • • • • •		• • • •	11	
	32 Tonnawanda	43	600,000	76 227							
	33 Troy and Greenbush	6	180.000								Part of the New York and Alban
	34 Troy and Saratoga	25	475.865	44.325	21.000						Late of the Liew Tolk and Alpan
	35 Troy and Schenectady	20 1-2	633.520	28.043	32.621						
	36 Schenectady and Saratoga	22	300,000	42,242	3,000	1				121	
_	38 Utica and Schenectady	78 53	2,124,013 1,080,219	163 701	79,000	9		• • • • • • •	• • • •	131 119	
J.	39 Camden and Amboy.		3,200,000	682,839	383,880						
	40 Elizabethtown and Somerville	26	500,000								, -,
	41 Morris and Essex										, , , ,
	12 New Jersey	32	[2.600.000]								
- 8	43 Paterson 44 Beaver Meadow	16	300,000							80	
	45 Cumberland valley	26 46	1,000,000 1,250,000		;				••••		*
1	16 Franklin	10 1-2		'							
	47 Harrisburg and Lancaster *	36	860,000								
-	48 Hazleton branch *	10	120.000								The costs of those roads marke
	19 Little Schuylkill	29	900,000								were taken from de Gerstner's rep
	50 Lykens valley 51 Mauch Chunk*	16 1-2	100 000			• • • • •					published in the Journal in 1840.
	52 Minehill and Schuylkill Haven	9 18	315,000			12					
	3 Norristown	20	800.000								•
	54 Philadelphia and Trenton*	30	400,000								
	55 Pottsville and Danville	29 1-2	1,500,000								
	56 Reading	94 .	9,000,000							22	
	57 Schuylkill valley	10 25	1,000,000	90,000						•••••	- 1
	59 Philadelphia and Baltimore	93	14 400 000		1						
el.	60 Frenchtown	16	600,000								
d.	61 Baltimore and Ohio, (1st Oct.)	188	600,000 7,623,600	575,235	279,402		658,620	316,946		50	
	62 Baltimore and Susquehanna	58	3,000,000 1,800,000							5	
	63 Baltimore and Washington	38	1,800,000	177,227	71,691		212,129	101,529		84	
	65 Petersburg and Roanoke	17 1-2	260,000								
	66 Portsmouth and Roanoke	78 1-2	850.000			1					
	67 Richmond and Fredericksburg	61 1-2	11.200.000		4						1.
	68 Richmond and Petersburg	22 1-9	1 700.000								. 1
	69 Winchester and Potomac	32	500,000								, , , , , , , , , , , , , , , , , , , ,
C.	70 Raleigh and Gaston	84 1-2	1,360,000								
C	71 Wilmington and Raleigh	161	1,800,000				•••••	•••••			
	73 Louisville and Cincinnati		2,400,000				•••••				
	74 Central	190	19.581 793	007 530	03 100					• • • • • • •	
	75 Georgia	147 1-2	2,650,000	248.026	158,207		248.096	147.523			
a.	10 I uscumbia	46			1			1		1	
	77 Champlain and St. Lawrence		212,000		12,000		58,000	24.000		110	
:	78 Lexington and Ohio	40	500,000				1				
110	79 Little Miami	40	450,000			1				1	
1	81 Monroeville and Sandusky.		400,000						• • • •		
ch.	82 Detroit and Pontiac.	95		1							
- 1	83 Erie and Kalamazoo.	33	152,000								1
4 (	34 Madison and Indianapolis	56 ]	152,000		1	1.5.	1			1	Purchased from the state.

OF COMPANY	Mon			aday.		lnesd.		rsday.		day.		rday.
NAME OF COMPANY.	Sh'rs.	Price.	Sh'rs.	Price.	Sh'rs.	Price.	Sh'rs.	Price.	Sh '18.	Price.	Sh'rs.	Price.
Boston.					95							
Old Colony		• • • •	'	••••	33	100 1-2		0014				
Norwich and Worcester.							50				25	66 1-
Western					23	915-8			12		20	921-
Long Island							240	781-2	150	.751-2	50	74 1-
Eastern	6 1	16				112						
Portland and Saco			4	993-4	10	99 7-8						
Boston and Worcester		181-2							50	120 1-2		
Lowell					1	121					22	119 1
Reading	1						25	21 5-8				
Boston and Maine	11	07	5	1071-2			37	1071-2		107 3-4		
Fitchburg					26	109 1-4						
Concord	111111				50	129						
Taunton branch						118						
Nashna and Lowell	1					120						
						107 1-2					-	
Auburn and Rochester		••••			1	1071-2		108				
Boston and Providence							4	100				***
New-York.	175	28	120	28			50	28 1-4	493	281-4	50	281
Erie	1			20			100	64 3-4			50	65
Harlem	1	• • • •	****	200				75 3-4		2510		74 1
Long Island	010		700	751-4			350			75 1-2		
Stonington	610	39 1-2	3				75	39 1-2			1	38 1
Paterson		••••		••••	Holiday.		30					
Hudson and Delaware					4			• • • •				
Camden and Amboy					14					93 1-2 60 1-4		
New Jersey		90			H				34	93 t-2		
Mohawk			50				95	593-4	80	601-4	2 75	59 3-
Reading	100	433-4	50	431-2			450	433-4				
Morris canal	. 150	30 1-2	450	29			325	29 1-4	375	281-2	505	281
Reading bonds, 6's												
Norwich and Worcester.		66	350	661-2			525	671-2	325	67	177	67
The st. 7 1.1.1.1.									-			
Reading									25	217-8		
Reading bonds, 6's												
Wilmington	50	21 7-8	700	215-8			225	215-8	202	215-8	900	211
Wilmington bonds, 6's									1.000			
Lehigh mortgage			1.450						347	1		
Lehigh 6's			1.000						600		3,160	35 1
Chesapeake and Del. 6's			1,000							-	0,200	
							24	281-2		••••	22	30
Schuylkill Nav				••••			272			1010		30
Lehigh Nav		••••		• • • •				• • • •	10	101-9		
Baltimore. Baltimore and Ohio			10	49 1-2	10	49						
Baltimore and Ohio bonds	160	00			1							
					• • • • • •		• • • • • •	••••		1		
Baltimore & Washington				• • • • •	• • • • •		• • • • •		• • • • •	• • • • •		
Baltimore & Susquehanna								••••		1		****
Philadelphia & Baltimore												

Notes to sales of Stocks.

The prices given are the average of each day. When there is any sudden rise or fall in one day it will be alluded to in a note. When the sale of bonds is noticed, the figures in the column headed "Sheres" give the amount sold in dollars.

The prices at which shares are sold do not alwaws give the true value of the stock. No considerable quantity of the stock of the dividend paying works of Massachusetts or New York could be purchased without raising the price so high as to take away all inducement to invest. The stocks which do not pay dividends would be reduced 10 or 20 per cent., or even more, were any large smount offered at once; and in some cases they would be altogether unsaleable.

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AMERICAN RAILROAD JOURNAL. PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y. Thursday, January 9, 1845.

messages of the Governors of Ohio and Inthe legislature to aid the construction of the the Eric canal, not the canal for the people.
diana as would enable our readers to judge canal. The whole difficulty arises from the lation of New York, and is—unconciously very different codes of financial morals in use perhaps—an axiom with nearly all her pub-States. The messages of the Governors of among politicians and the higher order of lic men. But we have not space to pursue Maryland, Pennsylvania, New York and mercantile men in Boston. We can assure this subject at present. The emancipation of

These States, and Illinois—in all seven—ar the States which have incurred large debts for public works; hence the propriety of giving a pretty full view of their financial condition in a Journal devoted to the cause of internal improvements.

English capitalists interested in the completon the Oswego canal. ther legislation is necessary; the Boston com-owing to the sudden increase of 70 per cent. ists, we need scarcely say, followed their adpampered canal counties view the trade of the vice. Still Mr. R. is dissatisfied, and only west as their's by right; the grand object of In our last we gave such extracts from the way, interfere with the measures now before tolls of the Eric canal: the people exist for Michigan will claim our immediate attention our western neighbors that the opinions of of the New York farmer is, we hope, at hand.

half a dozen eminent Boston merchants-if decidedly unfavorable-will be quite sufficient to deter foreign capitalists from investing in the securities of the western States, be the advantages offered ever so great. The only result which can follow will be to sink the faith of the now paying States to a still lower depth. The entire power of their governors and legislatures will be shattered in the encounter with a single individual of standing who cares not a straw for public opinion, when at varience with his own sense of honor. With the general run of politicians it may be sufficient to say that the loan failed on account of the representations of the Boston committee, and nothing further is required to prove their guilt; but it may be well for Illinois and other commissioners to learn, that there is a class of very influential persons here who would inquire as to the accuracy of the representations of the Boston committee, and then give the very same advice to the London bondholder as to their nearest friend here.

### WELLAND CANAL TRADE.

A meeting has been called in Rochester to discuss (the propriety of petitioning the State to charge discriminating tolls on western produce, so as to force that portion of the trade coming to the Hudson, via the Welland canal and Oswego, to enter the Erie canal at Buffalo and pay tolls over its entire length. The excitement appears to have been caused by the great increase of tolls at Oswego; as if it were of the slightest moment whether the State derived revenue from the business of that port or of Buffalo. The tolls have immensely increased, and that is all the people care about. The papers are all publishing statements of the receipts of the Welland canal, in which-for some cause or other-the re-Mr. Ryan, who was sent out by the State ceipts of the years 1842 and 1843 are omitted. of Illinois to London, has ascribed his failure But even since 1841, the increase is only 25 to procure the \$1,600,000 to the representa- per cent.; whereas, on the Erie canal it is 25 tions made by the Boston committee to the per cent. since 1843, and about 70 per cent.

tion of the Illinois canal, and from whom the This very singular movement of the Roch-State expected to receive the above loan, or ester people is nominally caused by the small who were to finish the canal themselves on increase in the tolls of the Welland canalcertain terms. Mr. Ryan now says that fur- 25 per cent. in four years-but is in reality mittee said so before, and the English capital in the tolls of Oswego in a single year. The withholds his reply in order not to, in any settling the western States is to increase the NEW-YORK AND ERIE RAILROAD.

sideration. It is to this grand fundamental Erie, and as that Lake is closed about four years. .

speed would be equal on the two routes, later in the autumn, than that of Buffalo." The Eric road relies on its being in the hands of a single company, and on its more falo and Dunkirk, must be known to the heavy rail; but as yet the northern route company, as the opening of the former is fully equals it in speed, and altogether sur- regularly published. passes it in accommodations, though built at half the cost; as yet they are both inferior about a week. These things cannot be too in speed to the steamboats of the Hudson, fully and candidly stated. We recollect a The northern route is very far superior in Buffalo paper making itself very merry at grades and curves, and, with the heavy rail. the expense of Dunkirk, because a steamer would admit of greater velocity than its made a trip from the former port to the west

la good track to Buffelo by the time the should be cleared up, and the superiority of In examining the merits of any under-southern line reaches Dunkirk. A rival Dunkirk fairly established, or the claim taking, the first point to be determined is-route will make the northern as one com- abandoned. the main object of the work in question. pany, and the distance from this city to The people of the southern tier view the The late Board considered that "remunera. Buffalo, via Albany, will be performed road as destined to accommodate them, and ting dividends" could only be expected after about as quickly as to Dunkirk, via Pier- consider the through-travel as nothing, comthe completion of the road to the lake. mont. But this is a very limited view of pared with their claims; other parts of the The present Board, who had merely retired the subject. The opening of the Eric rail. State will be at least also indifferent to mafor a year, for reasons which we shall ex- road would at once lead to the construct king a present of three millions of dollars plain in a future number, had carried out tion of a line hence to Albany; for the vast to a work whose main object is to aid the this principle to its fullest extent in com- interests of the country, and the railroads trade and travel of other States, when such mencing the work in a variety of places, from Albany to Buffalo, would be at once large portions of our own are in want of between the Hudson and Lake Erie, so that enlisted in its favor. With a continuous rail-better communications. In short, this reno part should be productive until the whole road to Buffalo, the northern line could with garding the Erie railroad mainly as a thorwas completed. Besides this, it is uniformly ease reach Dunkirk in time to take on oughfare is as impolitic, as it is, in our opinadvocated in the public prints as a new route board passengers who started simultaneously ion, incorrect. It has done much toward to the West. Both Boards highly value from New-York, via the Eric railroad. As bringing about the present apathy in the the way business, but the great object of the regards cost, the steamboats running to Alroad is the through-travel. We stated bany for \$1,50, and the railways thence to in our Dec. No. that "we take a different Buffalo, having a way business yielding view of the work, "om either the present or "remunerating" dividends, would be able to the late Board." is in nothing less than the carry as cheaply as the Erie road, relying main object of the work that we differ. mainly on the through-travel. Then the We consider that "remunerating dividends" greater number and choice of boats at Bufmust be derived from the country through falo, the greater ease (to some,) of a night which the road passes. These dividends on the Hudson than in a car, and the atwill be increased by such portions of the traction of the Falls, would not be without through-travel as the road may draw to influence, supposing other things equal. itself-perhaps materially increased; but Lastly, there are the periods of opening and mere competing line, we regard it as having still, this must be a merely secondary con- closing; for, as both lines terminate on Lake error that we attribute the failure of all the months of each year, neither offers an uninnumerable efforts made during the last six interrupted communication with the West, an advantage many suppose the Erie rail-Viewed as a thoroughfare to the West, road to possess. Now, as the storms of the Eric railroad must compete with the winter drive vessels from the Lake some-Albany and Buffalo rnilroads and the Hud what earlier than the ice stops the navigason river. We will briefly examine its tion to Albany, this question is reduced to a claims to superiority in distance, speed and determination of the superiority of Dunkirk economy. As regards the length of the over Buffalo in the time of opening in the routes, it is impossible to speak with preci. spring. The former port was fixed on as sion at this time: but, on the most favorable the western terminus of the Erie railroad supposition, the Erie will at least equal the at least 8 years ago, and it is very singular the wants and capabilities of the succeednorthern route to the lake. Dunkirk, the that an exact statement of the times of its ing portion of country become intimately western terminus of the Eric railroad, is, opening has not been made public. In the known, with little expense, so that the however, 40 miles southwest of Buffalo, so Report of 1841, it is said of the harbor of that there would be a saving of about three Dunkirk, "it is open earlier, and occasion facility of construction and amount of revhours in time—on the supposition that the ally some weeks earlier, in the spring, and enue, with certainty and economy.

The last report states the difference at

southern counties, where repeated disappointments have produced a feeling of despair of success, unless conducted on entirely different principles. The only real claim this work has on the favor of the Le. gislature is, that it is a New-York work. What do the people of this State care about a railroad which may by possibility shorten the trip from the seaboard to Ohio and Michigan by one or two hours?

The Board sink the work to the level of a its main resources in the country through which it passes; as observed in our Dec. No. we place its claims on higher groundwe might say the highest. There is another difficulty in the way when it is necessary to prepare the means for the entire work. We allude to the doubts as to the confidence to be placed in the estimates. Now, if the road yield remuncrating dividends as it proceeds, the total cost is not important; there is no necessity for locations any great distance beyond the part in operation: and the nature of the ground and best location may be chosen, both as regards

In another number, we will briefly trace The relative merits of the harbors of Buf- what has been done, regarding the western trade and travel as the grand object of the work; and what might have been done, had wiser counsels prevailed.

> [For the American Railroad Journal.] PENNY POSTAGE AND RAILROADS.

In your December number, there is a very friendly communication from the Hon. F. O. J. Smith, of Maine, in which that gentleman makes some pertinent remarks on the importsouthern rival. They are already relaying and returned before the harbor of Dunkirk ance of a Journal devoted to the cause of Amerthe northern line, and we may safely assume was open. It is important that this point ican Railroads. In Hunt's Merchants' Magafrom the same pen, on the-to the public-all veniences, of which the public, and, à fortion, able postage. The object of these few lines is An allowance of \$300 per mile on the great roads for mail service. But, perhaps, an offi- possible to run extra trains on single tracks, on cial document was viewed as carrying more account of their interference with the most imweight than the carefully collected information portant business of the road; at least, at any being pilfered, if not ruined altogether. of a Railway Journal was entitled to. Mr. S. price which the department could reasonably quotes Rep. No. 843, U. S. H. of R. 1844:

"The highest rate of railroad compensation, in Great Britain, is only \$107 50 per mile an- posed to make such reductions as the public nually, and the average rate but \$90. In the have a right to expect, they will undoubtedly road service exceeds \$143 a inile."

miles long, receives £14,700 per annum for General to talk of extortion. The idea that the mail service, or \$600 per mile per annum. This populous districts are to pay exorbitant rates is nearly six times as much as given in by the of postage, in order to support mails where of this river, about 5 English miles from the Postmaster-General, and is about as near the they carry few letters, and where they are concint of Hamburg, to which it is connected by a mark as that unhappy personage generally sequently little wanted, is carrying out the princomes in matters connected with his office.

means \$300 per mile of road per annum, with-country, which is just about as reasonable. out reference to the number of miles carried; Let the department act as the department of the from Hamburg all the goods intended for the inthere the price per mile may refer to the actual number of miles per day over which the mail shall see whether the railroad companies will a very considerable cost and delay by common is transported-or most likely of all, pounds be found in the way of its advancement. sterling have been taken for dollars, on the equalizing principle which the Post Office department values so highly.

The United States roads, therefore, notwithstanding their comparatively small income, only receive half as much as the English railways, which, with their hourly trains, are enabled to perused with interest: give the department every facility. Most fortunately, Mr. Smith observes that steamboats are as extortionate as railroads on the P. M. G.'s poly, the great war-cry of the enemies of rail-

Great ignorance prevails as to the actual cost cars. Now, the cost of the cars, including repairs, oil, etc. will not exceed from 15 to 20 cts. per mile: so that the actual cost to the company is not less than 35 cts. per mile for the locomotive alone, and if the speed be greatly increased, the wear and tear will be greater than with the entire train at the ordinary velocity; in the former bargains, who, when it came to the push for steamers to Magdeburg, and thence by railway case, the repairs of road and engine will exceed payment, could not find the needful. It kept to the same place, in 42 hours. the repairs of road, engine and cars, on the latter supposition. An extra train will, therefore, taking advantage of the more credulous, but share has got into the hands of the proprietors of cost 70 cts. per mile per day, or (365 × 70) \$255 really wealthy persons from purchasing shares the Hamburg Berlin Company, and is among 50 cts. per mile per annum. When the profits of run up by false and spurious bargains, and thus the most expensive ways, having cost £11,160 the shareholders are npt to suffer. But the

zine for the same month, there is also a paper tracks, additional trains are attended with incon- shares upon a fair and just footing; a stop was entertain.

Should the Post Office department be dis United States, more than \$300 are paid in be met half way by the railroad companies; many instances, and the average cost of rail- but as long as Government charges as much for the modes of estimating. Here \$300 per mile tation of produce and merchandize all over the thence to Dresden.

New-York, January, 1845.

### GERMAN RAILWAYS.

As much interest is felt in, and little known of, German Railroads in this country, the following article from the Railway Times will be

are as extortionate as railroads on the P. M. G.'s are prone to enter into such without adequate month, but a portion at a much shorter period.

hypothesis; most fortunately, because there is means to carry them through, in a manner anti-

the capital at home in a great measure, and pre-

put to a number of schemes in contemplation, by important subject of cheap, or, rather, reason- the authorities at Washington, know very little, the sudden reaction in the prices of almost all important subject of cheap, or, rather, reasonthe sudden reaction in the prices of almost all tent of 25 per cent.; and this reaction being to point out a singular error; the more singular, routes in the United States is anything but un- felt in all the German lines, has, in consequence, as a glance at the November number of your reasonable: and if extra trains are required, at produced a certain feeling of caution among the Journal would have given Mr. Smith correct least double that sum per mile should be all bona fide speculators, generally, whilst it has information as to the sums paid on English rail- lowed. In many cases, it will be almost imshade of forgetfulness, to deplore the foresight and wisdom of the Prussian Government in preventing their more respectable subjects from

Much credit is due to his Prussian Majesty, who takes a great interest in any bona, fide operation tending to benefit his States, and who personally informs himself of all that occurs in railway schemes.

We shall proceed to give a general description of the lines which are nearest the German Ocean.

From Bremen to Hanover a line has been an ounce as some companies charge for a barrel projected, 80 miles long, and will very soon be The London and Birmingham railway, 112 of flour, it does not become the Post-Master-commenced by the Hanoverian Government. Another, 110 miles long, is in progress between Harburg and Hanover, the former of which is The error may have arisen from confounding

The next step will be to equalize the transportant Hanover, Brunswick, Halberstadt, Magdeburg and Berlin, and Magdeberg and Leipzig, and

The Bremen and Hanover line will convey people, and not of the politicians, and then we terior of Germany, which are now conveyed at road carriages; the extent of this traffic will be very great, and the city of Bremen will at the same time be placed in a more direct communication with the interior. The line between Harburg and Hanover promises also well, and will compete in a certain degree with that from Hamburg to Berlin.

The next projected line, and now in progress, is that between the two last-named cities, pas-Like most other speculations of the kind, the Grand Duchy of Mecklenburg Schewin, and traffic in German railway shares has had its thence to Brandenburg and Berlin. It is expect-baneful influence upon certain individuals who ed that this line will be finished in a twelve-

The distance is 175 English miles; the cost no possibility of calling a steamboat a mono-cipated; and to such an extent was this traffic is estimated at £8,250 per mile; and the shares carried on a few months ago, that the Prussian are 200 thalers, or £30, upon which only 20 per Government issued a decree (in order to antiqi- cent. has been called for. It is expected that pate the faral effects of time bargains in shares, this line will pay well, the localities through and to prevent, as much as possible, irresponsi-which it passes being extremely favorable, and to a company in running extra trains. The ble persons from entering into new schemes, and the management conducted by men of great extotal cost per train per mile is about 55 cts. on an average, carrying say 200 passengers in four large cars. Now, the cost of the cars, including reclaring all bargains in foreign shares upon model to most of the other German lines, both which the whole of the capital had not been paid as to the economy as well as the discipline obup, and all time bargains in them upon the domesticated lines, upon which only a part had been paid, null and void.

When completed, travellers will be enabled to arrive at Berlin from Hamburg or Altona in nine hours, instead of baving, This decree has had a very salutary effect. as at present, to travel in the diligence 36 hours, It has prevented parties from entering into time- by the common road, or up the Elbe by the

From Hamburg to Bergedorf, a distance of 10 vented adventurers from neighboring states miles, there is a line, of which a considerable a railway do not at least equal half the receipts, the shareholders are not to suffer. But the mere cost is not the only difficulty. Where published in time to prevent much harm, had the principal who projected it, and Mr. Giles, single tracks are more frequent than double the effect of at once placing the value of all the second Engineer, who carried the plan out,

under great difficulties. be considered more as a patriotic undertaking of of the city of Hamburg, than otherwise, and was positively established about three years ago as a sort of forerunner to the Hamburgh and Berlin line; and it has, fortunately for the city

of Hamburg, had its effect.

The next coast line is that from Gluckstadt to Elinshorn, which will be ready in the spring of the ensuing year. It has gained very much in importance by the establishment of the European Steam Navigation Company in London, which intends running steamers between Harwich and the first-named place. It will form a junction with the Altona and Kiel Railway, and connect Kenmunster, Kiel, and Altona, and sundry other, by no means unimportant, places together. must here be observed, that Hamburg and Al-tona form almost one great commercial city, and the Altona and Kiel Railway forms a direct communication (with steamboat aid) between Harburg, and Hanover, Magdeburg, Berlin, Kenmunster, and Rendsburg, Hull, Harwich, London, Amsterdam, Havre, Copenhagen, Fuhnen, Sweden, and Russia! The conveyance of all goods to Denmark and Sweden must naturally come to her share, and the whole of the transport of goods between the port of Hamburg and the Baltic must eventually fall to this railway, as it will be too costly to forward them via Lubeck, as is now the case.

Numbers of passengers will flock to the baths near Kiel during the spring and summer months, instead of visiting other places where the means of conveyance are so scanty, and at the same time so costly to reach. The yearly outlay for

fuel, reparation, salaries, wages, &c. is-Estimated at . . . £20,1 Interest on capital 4 per cent. £20,190 During the eight autumn weeks the line has

been opened, there have travelled on it 61,626 passengers at an

Income of . Goods transported . 1,406 £5.668 Averaging weekly

The time for tourists and sea-bathing people was over when it opened; of the lines which done by me by a very simple and easy method will form a junction with it, none are finished; of the turnpike roads which were begun to carry fact, there is no doubt but that the forces, which passengers to the stations, none were ready; should naturally destroy each other, go on the and of the steamboats running between the contrary, by this system, to unite mutually, by cities before mentioned, several had ceased for means of cogging, the two wheels in a common the season, and only the London and a couple pinion, the axis of which represents in this way of Hull steamers have continued. During the the principal beam of the machine. My model ensuing year it can therefore reasonably be expected that a very considerable increase will motive, is only at present the mere development follow.

Hull, or elsewhere, and destined for Kiel, were my idea. A number of improvements have since generally loaded at Hamburgh, from lighters, presented themselves to my mind, and the proforwarded thence to Altona, and then on to Kiel, portions and the forms, which for this model occupying three to four days in arriving at the have only been arbitrary, should be reduced to journey's end. If landed at Gluckstadt for the more suitable proportions, such as theory and future, they will arrive at Kiel in as short a experience will indicate. The plan and operaspace of time as the steamers would take to get tion of this machine are easily understood on inup to Hamburgh, and it is expected that the specting it; but I will give, if necessary, a de-Danish Government will accede to a reduction tailed account of it, and will explain, as far as I of the transit duty through Holstein, which is at possibly can, all the methods which I think capresent about 4d. per cwt.

less fuel will be used on it than perhaps on any internal wheel, so that the jets of steam may

repo itory u itil used.

This small line may DESCRIPTION OF A LOCOMOTIVE BUILT ON A NEW SYSTEM, BY M. PALTRINERI.

Having always been pre-occupied with the idea that great dynamic advantages would arise if we could obtain an immediate, continuous, and circular movement from steam power, and that a steam rotatory machine presenting much simplicity, little friction, and preserving and utilizing the greater portion of the active power of the fluid, would be a real benefit to industry, I thought this result might at least in some manner be approached by making use of the power of action and re-action at the same time, and with this view I have invented the mechanism which I had the honor of submitting to the Academy-a mechanism which consists simply of two or several concentric and independent wheels, so as to be able to turn easily in a ratio contrary the one to the other, while they are all placed in the same plane. The steam is introduced on this system by the axis of the interior wheel, and escaping by continuous or intermittent jets through small orifices made in the external circumference in the direction of the tangent, obliges this wheel to take a rotatory movement, according to the reaction, whilst, at the same time, the power of the action, or the impulse of the jets, by meeting with a continual obstacle in the curved shovels with which the felloe of the external wheel is furnished, forces this to take as much motion in a contrary ratio. The two wheels, therefore, not in an opposite way by the two combined powers of action and re-action at the same time, and the steam which has produced this effect escapes by the external circumference of the second wheel through taking the direction of the tangent, on account of the curvature given to the shovels. This steam always preserves on its escape such a power as may be made available by a third wheel, having curved shovels placed in a contrary direction to those of the second, and which would operate also in a contrary ratio, and so afterwards by other wheels until the power be extinct. It appears that, according to this mechanical arrangeinent, the expansive force of the steam could be used without much loss of the active powers, because there is never any collision between these forces; and the dynamic effects, although they are produced in contrary directions, may be forced to conspire to the same ends as has been in the model which has been presented. In which I have applied as a trial to a small locoflow.

Formerly, all goods coming from London or chanical application, and that very roughly, of pable of improving the invention. In the mean There is one feature of great importance as time, I will just say that I have caused small regards the Altona and Kiel Railway, viz., that chambers to be constructed in the felloes of the of pressure towards the bottom of a vessel, in experiments, representing a value much greater.

proportion to its form and dimension, and so to utilise a much more considerable force of re-action-a result which I have obtained and verified by experiments made in the most exact manner possible. The model which has been submitted to experiment has given the following results: The two wheels measured separately have given a dynamic effect nearly equal, and an experiment has been made, by letting that wheel of the two turn freely which was not submitted to proof; that would show the impulse of the jet is sufficient to repulse the obstacle it meets with in the shovel of the external wheel, without losing any of its power-and, consequently, that in this first effect, the action has still a power equal to the re-action. The two wheels have also been measured separately, by keeping in a fixed position that of the two which was not submitted to proof, the results of which have again been nearly the same as those of the other experiment, which must go to prove that the dynamic effect produced by the one or the other of the two wheels is entirely independent of the effects of the other. When we caused the two wheels to cog in a common pinion (other things being equal), and we were led to expect a dy-namic power which would equal at furthest the sum of the effects produced separately by each of the wheels, I had the pleasure to discover that the effect was much more considerable, and that it was sometimes almost double the sum of the two together. The experiments were varied in many ways, but the results have always been the same; and if each gave, for instance, a dynamic effect equal to one, the effect of the two wheels measured on the axis of the pinion was always not only equal to two-a number which would express the sum—but to three, three and a half, and even to four, when all the circumstances were favorable. Whence arises this augmentation? Should we think that it depends on a diminution in the resistance of fricion, or a want of the mechanical disposition of he two wheels, which cog in a contrary sense in one pinion, the mathematical axis of which would not change its place? This explanation does not appear satisfactory, because the value of that resistance spared would be much too little in comparison with the augmentation which almost arrives at a double force. Is it that the two wheels cogging in the same pinion, and serving as a fly-wheel one to the other, would so mutually aid each other as to produce such a result? This explanation clearly shows how the two wheels will be obliged to equipoise themselves, and to take an uniform quickness, but we do not even see by that from what source the augmentation of power is derived. Finally, is it this, that there would be, according to the law of Nature, a dynamic advantage from using the powers from the action and re-action at the same time in the way I have discovered? This is a question which the phenomena I have been speaking of appear to resolve by the affirmative-an opinion which other experiments seem to concur in demonstrating as true. I think, moreover, that there is no difficulty in rigorously demonstrating this fact by analysis, because it seems evident that the two points of application of the resistance, by running over each one a certain space, in an identical time, should give their dynamic effect with a double speed; and as the forces are proportioned to the quickness, the dynamic effect would, consequently, be double likewise, and the phenomenon of which we are here speaking, gives an example of the fact. Steam being an elastic fluid, and its exother of similar length—and the quantity reescape from a vessel with their partitions, and
quired can be had at a much cheaper rate, being of a certain form and size—my intention being
taken from the ships direct into the Company's to profit by the well-known law of the increase monstrate its fallacy, if really it be so-or, on of patentees who were sufferers by the fire, and is maimed in consequence, or a west country the contrary, assist me in bringing to light its Emerson's letters patent were recorded anew, goose tries the experiment of laying his neck truth as a principle, and the conditions under and in February, 1844, an unattested sketch of across the rails as the train is coming up, and which it might be rendered available .- Moni his invention was deposited in the Patent Office, meets his death accordingly, as it would be wondteur Industriel.

MISCELLANEOUS NOTICES.
There has been a rise in Western Railroad stock within a short time, and sales made at 92, a higher rate than it has ever before attained .-Boston Post.

It must be borne in mind that this Road does not extend further East than Worcester, and was built at an expense of \$7,500,000. Its length is 156 miles. Much of the country through which it passes, is hilly, and comparatively un-draughtsman. productive. Some of its grades are 80 feet to the mile. The only wonder is, how it could be got over the Green Mountains at all.

The succlaimed by Emerson really was his original in Such is the machine that luckily no passenger met with accident. appears from actual returns, that the money received from way passengers is nearly double that received from through passengers, and the same remark is applicable to freight. The way business in a populous country, is, after all, the great reliance, It is more so on many other Roads, than on the Western. If the stock of this Road, at the cost of \$7,500,000 for 156 miles, is worth 92 per cent., one would suppose that the Erie Rail-Road, 500 miles long, at about the same cost, (exclusive of \$3,000,000 sunk by the State) could not fail to be a profitable concern. Nor could less be inferred in regard to the New York and New Haven Railroad, 70 miles long, at \$2,000,000, running through a densely populated country, and connecting 800 miles of Rail-road in New England and New York, with the commercial emporium. Both these roads will of course be built. It is impossible that routes so important, can long remain unoccupied. So, we trust, will the New York and Albany Railroad be built. All the great routes will eventually be occupied by Railroads, and they must become more and more profitable as the population and business of the country increase.

ERICSSON PROPELLER.—The case involving the question of the patent right to this invention, now on trial in the U. S. Circuit Court in N. Y., is thus minutely stated in the National Intelligencer's New York letter:

It is a suit brought by a Mr. Emerson against Hogg and Delemater, proprietors of the Phænix Foundry in this city, for an alleged infringement "the philanthropist must see and read with unof patent right in the manufacture and sale of affected sorrow and unmitigated disgust, the news the celebrated Ericsson propeller, which the columns of the daily journals, in which we find plaintiff claims was substantially included in a from week to week so many painful accidents," patent taken out by him prior to that taken out &c. We pass over the dubiosity of these expresby Ericsson. The facts as stated by Mr. Em- sions, without waiting to inquire whether the erson's counsel, Francis B. Cutting. Esq., are writer means that the daily newspapers record substantially these: In the year 1834 letters the news, or the weekly ones; perhaps, being patent were granted to Emerson for an improved himself in the latter class, he thinks, as naturally

month of May following a second drawing, at-

got over the Green Mountains at all. The success of this Road, (far beyond the antiparations of its projectors, probably,) is a guarantee for the original drawings, and of none being referred haps, scarcely ten per ct. of them which are realthe success of all other well-managed Railroads, to in the specification, and of the dissimilarity of ly and truly accidents arising out of the system, properly situated. The whole population of the two drawings now on file, as well as of the to in the specification, and of the dissimilarity of properly situated. The whole population of Massachusetts west of Worcester is less than 200,000, and that of Columbia and Rensselaer counties, N. Y. about 100,000 more. But these 300,000 inhabitants, fully one-third are too remote from the Road to make any use of it, except for long travel and transportation. One the country of the specification, and of the dissimilarity of any and truly accidents arising out of the two drawings now on file, as well as of the long time that has elapsed since the issuing of long time that has elapsed since the issuing of long time that has elapsed since the issuing of long time that has elapsed since the issuing of long time that has elapsed since the issuing of long time that has elapsed since the issuing of long ways, and the demon-like, everlastingly hissing the letters patent, this point seems to be involved in some obscurity. The case will probably occurred against them; no wonder that journals lively several days, and the decision will be long to the long to the long travel and transportation. One Ericsson's propeller has already been applied to ever unwholesome. The public cravings must be satisfied, and this can better be done by railsustained in this case, it will of course be valid

> SCHUYLKILL NAVIGATION COMPANY .learn that a firm in Philadelphia intends building a number of steam tug boats for the purpose of towing the boats on the canal, and thus avoiding horse power. It is alleged that the expenses of transportation will be considerably decreased, and besides the coal can be conveyed to distant ports without transhipment at Philadel-phia. Nothing but prompt and energetic action on the part of the Directors of the Navigation Company will enable them to survive the competition waged by the railroad company, which is extending its arms, or feeders, embracing the whole extent of the coal region. They must show to the public that they have the energy and the ability to sustain the canal, if they wish to gain new friends and retain their old ones. This is absolutely necessary on their part to remove the doubt and uncertainty which now prevails, otherwise all the appendages for shipping by canal will gradually go to ruin in this region.—Miners' Jour.

RAILWAY ACCIDENTS.
The "Sentinel" of last Saturday has an article, the spirit of which reflects upon the safety of railway travelling. The evident tendency of such articles being to excite the fears of the travelling public, and to raise up anew the old prejudices against the railway system, we feel called upon to notice his remarks. He commences with,

than the sum. But as this is a principle of the either to the drawing or model. All these depovery highest importance in mechanics, I have, sited articles were lost in the destruction of the consequently, submitted it to the judgment of the Academy of Sciences, which can easily devent, in accordance with the act for the relief with fast travelling. A guard neglects his duty which was shortly afterwards returned to him rous odd indeed if he did not. "Frightful railfor the purpose of being duly attested, and was way accidents!" appear next morning in the again deposited, sworn to by Emerson as a daily journals, and afterwards in the weekly correct delineation of his invention. In the prints, wherein when the "confusion that it is easier to imagine than describe" is got over, the tested in like manner, was deposited, between circumstances are detailed, that, in the one case, which and the other there is a very remarkable led to a poor man with a wife and seven children and essential difference; the explanation given ("lamentable to relate!") losing his leg by the of which discrepancy is, that the first was imperfectly and unskilfully executed, having been
made by the inventor himself, who is no
draughtsman.

The interval of the inventor himself, who is no
low-creature, which the Bristol and Exeter Railway Co. will have to answer for. These accounts generally wind up with the pithy remark.

secret of the success of this Road, is its connecting Boston with Albany and the West. Yet it United States. If Emerson's claim should be ways than by any other means—at least so it appears by their writings, penny-a-liner's esti-mate. If a coach upset into a ditch, the lives lost, and the broken limbs, are placed to the account of Providence, and not to the coach. Nay, even if steam, applied in a different shape, be the cause of accident, and a steamer go down with all hands, Providence there, too, alone presides. Such an accident, though attended with greater loss of life than was suffered by the fearful one on the Versailles (French) Railway, is contemplated with a less degree of horror by the public mind!

It is somewhat remarkable, and, we think that very right-minded individual will agree with us, reprehensible, also, that the very party who has assisted in misleading the public by false representations of the safety of railway travelling, should undertake the duties of a censor, and denounce that which has no other foundation than in his own mis-stalements. That having given a had character to an individual—personifying the system of railways—the calumniator pro-ceeds to accuse and condemn on the evidence of his own falsehoods. We trust that the moralis-ings of the "Sentinel," on the wickedness of rail-

ways, will be duly appreciated.
Safety of railways?—Is our cotemporary acquainted with the subject on which he writes, when he calls in question the safety of railway travelling? Is he ignorant that the very mode of transit which he vilifies, one life only was lost out of twenty-four millions carried!! Sure y he must be so, well known as the fact is, or he never would have written what he has.

Since the above was in type, we have heard of one or two accidents having occurred, through the unusually dense fog of Thursday night. This, of course, does not affect the superiority which we claim for Railroads, as the safest means of travelling. For in such seasons how fared the old system? There is no comparison. Indeed, it must be self-evident that the very principle of spiral paddle-wheel, which letters patent, together with a drawing and model of his invention, were deposited in the Patent Office, although in his specification no reference appears.

The majority of accidents placed to the account is guided safe from danger in virtue of the rails. EXPLOSION OF THE "RICHMOND" LOCOMOTIVE.

This fatal accident is well known to the entire country. Since its loccurrence, This he has done; his opinion has been multiplied. published in pamphlet form, and has been pretty generally noticed by the press. He

a matter of regret, that the result of their the effects, the most prominent are those is, whether this agency has been operative and usual effects of such agency. produced upon the temperature of bodies; in the catastrophe before us. temperature, up to and including their (or if ever, very rarely,) passes between points of fusion. Examples of those effects cloud and cloud, but always between a might be multiplied without end. In April, cloud and the earth.

Under all the circumstances of the case, I am therefore of the opinion, that the last supposition must be adopted as the only one 1807, lightning passed along a large iron connected with a water pipe on the dome cided as between the links of a heavy ages, there were interruptions of the metal-of St. Paul's Cathedral, was rendered red chain, by which conduction may be sufficillic continuity greater both in number and

sist in piercing solid bodies with holes, mass is broken to pieces, its parts being that masses of iron have been rendered insplitting them in pieces, bending and twist-scattered about in all directions, broken, candescent by lightning. ing them in various capricious forms, and bent, and twisted, and projected in considerin projecting their fragments, sometimes of able masses to distances analogous to those this point, in a case where the rights or liaenormous weight, to great distances. Build-recorded in similar cases. But granting bilities of individuals rendered a positive deings stricken by lightning, have produced a the fact supposed, that lightning struck the cision of the question indispensable, I should shock felt in their neighborhood like that of boiler, how, it may be asked, can the explo- not hesitate a moment to affirm that the dean earthquake; the heaviest blocks compo. sion be explained?—for that an explosion cision must be made on the last of the above sing their walls, being scattered in all directions, and projected to distances so great as two hundred feet. A church was stricken loudness of the report, and the appearance

decks of vessels, in which they have burnt personally examined, that, at the time of seize by preference. holes. These effects have not been conthis occurrence, a terrific storm of thunder I pass over interest. holes. These effects have not been continued to masses of metal of limited dimenant lightning raged; two of the men upon which might be made, to the effect that the sion, nor have they been merely superficial, the train, who survived, proved that the water in the boiler might have been decomconsiderable masses have been on various flashes of lightning were incessant, both posed, and the catastrophe produced by its occasions melted. When the lightning has before and after the explosion, and that the explosive constituents. The explanation we not produced fusion, the iron has been rendered incandescent and soft, and reduced to lightning was of the species called "zig-zag through the state necessary for welding it; in a word, metals have been raised suddenly by this is the kind by which terrestrial objects atmospheric electricity to all conditions of are generally stricken; this species never, and including their forms of the case I.

weighing nearly 200 pounds was projected ently indicative of this. We answer that to a distance of 60 yards, another fragment an explosion in the present case, with the being thrown to a distance of 400 yards. cylinders in full operation, and the two In another instance in Scotland, a mass of safety valves free, could only be caused by entire country. Since its occurrence, rock, 28 feet long, 7 feet wide, and 5 feet an almost instantaneous evolution of a great Messrs. Norris, Brothers—the well-known thick, was raised in the air and projected volume of highly elastic fluid in the boiler engineers of Philadelphia-have requested over an eminence to a distance of fifty -so great a volume that, compared with it, Dr. Lardner to investigate the matter yards. Similar examples might easily be the steam escaping through the cylinder, and valves would be as nothing. Such an Large masses of iron are found to have effect would undoubtedly be produced by a a strong influence in attracting lightning, sudden access of heat imparted to any part and this influence appears to be great in of the boiler in contact with water, or still assumes four hypotheses, and decides in fa- proportion to its weight. Thus lightning more effectually if imparted immediately to vor of the last: which was, that the catas-passing outside the wall of a building, has the water itself. If, then, the electricity trophe was produced by the "combined been drawn through it by an iron boiler thus heated the boiler or any part of it, and agency of atmospheric electricity and within. Some years ago, a chain pier or that the water, as it might have done, took bridge in England was destroyed during a up the heat from the metal fast enough to violent storm, and although from its nature prevent the latter from being fused, or ren-The observation and researches of me- it was continued into the earth, it was bro- dered incandescent, the entire catastrophe, teorologists have informed us in considerable ken to fragments, its heaviest parts were with all its concomitant circumstances, detail of the various effects, mechanical, bent, doubled, twisted and knotted in most would be explained. The absence of marks chemical and physical, produced on objects capricious forms, although no signs of fusion of fusion or incandescence, the terrific vio-by atmospheric electricity. It is, however, appeared upon it. I have given these particulars in order to mass of ten tons to a distance of eighty labors have been limited to the mere history inform those not familiar with meteorologi- yards, the fracture and scattering about of of these effects. The mode in which they cal inquiries what are the actual effects all the working parts, and the bending and are brought about by electrical agency has which have been produced by the agency of twisting of them in every conceivable varinot been conclusively established. Among atmospheric electricity; the question now ety of form, would all follow as the natural freedom observed upon the bodies of the that lightning fuses metals by raising their temperature, is proved by the fact, that the entire population round the vicinity of would be explained by the superior conductmetal fused by lightning has fallen in liquid the catastrophe, as well as by the special ing power of the matter of the boiler, which drops upon a wooden floor, and upon the evidence of the individuals who have been according to its habit the lightning will

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There seems to be then present all the which is adequate to the full explanation of chain in Lancashire, in England, and so conditions necessary for the production of this catastrophe. I do not forget that it may softened the links that by their own weight such a phenomenon; the lightning is in con. be urged that the boiler and its appendages they were welded together, and the chain tinual play; it is of the kind necessary to were in metallic communication with the was converted into a rod of iron. The produce the effect; 18 tons of iron, in the earth, and that during heavy rain, the soil same effect was produced at different times shape of a boiler and machinery, are present itself was in a favorable condition for the in different places. In March, 1772, a bar to attract it; there are abundance of dis escape of the electricity; but I know that of iron, four inches by half an inch thick, junctions in this machinery, at least as de- in the structure of the boiler and its appendently broken to give full effect to the heat-degree, than between the links of a chain, The mechanical effects of lightning con- ing power of the electricity; finally this and in other cases, in which it is proved

In fine, if my evidence were required on

The following facts and views will aid in Cornwall, from the roof of which a stone of the remains of the fire box, are suffici. somewhat towards forming an opinion. Richmond had yet hauled, consequently

In a word, it is believed to have been already there was no reason to suppose any very demonstrated that the expense of transporting the time, signed a minority report in its favor.

The soot being found still adcoal from the Schuylkill region to New York

-U. S. Gaz. Richmond had yet hauled, consequently that it did not explode from want of water. The engine-driver was a very careful man. The explosion took place whilst the engine was moving-all other explosions having occurred when at rest, or just at starting.

A flash of sharp lightning was seen to strike the engine immediately before the explosion, and, by the doctrine of chances, there is little probability that an ordinary Lastly, the two rails on the other track were cut across as if by a cold chisel—an occur-however, very generally, held by our own criti-however. rence unaccountable in the case of the boiler bursting from too high steam.

zens—friends and neighbors whom we meet William H. Dobbs, Super boiler bursting from too high steam.

Diversity of opinion is to be expected when diversity of interests prevails; but we must decidedly observe that the reputation of such engineers as the Messrs. Norris, or the Messrs. Baldwin & Whitney, is no more to be affected by a single accident of this kind, than is the reputation of the Messrs. Stephensons by the one or two similar accidents which have occurred on their engines in England.

We had occasion some time since to announce the opening of the second track of the Reading Railroad, and in doing so, gave due credit to the spirit and enterprise which led to the completion of this great work. We refer with equal pleasure to a new development of the means of transportation, which it is believed will add greatly to the value of the mineral treasure of the State, promote in an equal degree the prosperity of this city, and help to bring down the cost of one of the great neces ries of life to a minimum price throughout the

to the new modes of application and adaptation of large an investment in the work as a corpora-this wonder-working agent. It is believed by sci-entific and practical men, that all the objections another year, will reach a million of tons, and canals may be overcome, and that an entire revolution is about to take place in the whole syssignal instance of success, in a canal boat propelled by steam, which, after having plied between New York and St. Johns, in Canada,
through Champlain canal, the Lake Chammillion held by the city corporation; and since

Lieuway from as well
share. Upon this subject we express no opinpelled by steam, which, after having plied between New York and St. Johns, in Canada,
through Champlain canal, the Lake Chammillion held by the city corporation; and since

A highly respectable A merican. England for ritan canal to this city, on its way by the route the coal region, we cannot but hope, still, to see ing all Locomotives, Machinery, Railway of the Delaware and Chesapeake canal to the the Schuylkill Navigation sustained. Dismal Swamp canal, to find employment for This boat was moved by propellers in the bow, by a very simple application of the power; and the result, without going into remote details, may be stated to have been in all respects, as to the rate of speed, absence of injury to canal banks, cost of construction, expense of working, capacity of towing other boats, and equal adaptation mittee of the City Councils, to whom this sub-

hering to the crown of the fire-box, shows may be diminished one half; that the coal may be taken to any point where inland navigation reaches, without trans shipments, detention or turing Company continue to furnish at waste; the trips being performed with regularithe Works, situated in the town of Newcasty and certainty, and within a reasonable time.

This, certainty, is a very important matter to the city of Philadelphia, as a corporation alone, the city of Philadelphia, as a corporation atome, to say nothing of its probable effects upon the general prosperity. The city holds 2440 shares in the stock of the Schuylkill Navigation Company, which having been originally subscribed in a convertible loan at par, cost \$122,000. With wrought tires; Springs, Boxes and bolts The city also holds \$266,000 of the Loan of the Schwylkill Navigation—making the aggregate of there is little probability that an ordinary Schuylkill Navigation—making the aggregate of explosion took place at that moment. its investments in this work \$388,000. This,

> It has been suggested that the present navigation is susceptible of very great improvementthat its capacity may be enlarged, its facilities increased, and the whole work adapted to the improved use of steam as a motive power, at a limited expense, within a reasonable time, and Railway Iron, flat bars, with countersunk without interfering greatly with the trade while the work is going on. The importance of this 350 tons 2 by 15 ft. in length weighing 4.68 suggestion presses itself upon all now that the 280 " 2 " ½ " " 3.50 success of steam propellers upon cauals is demonstrable. The trade of the region, this season, has exceeded 800,000 tons, of which the Navigation has done about one half.

with whom we have common sympathies.

It is confidently asserted every day in our Navigation, is in danger of being lost. Some, indeed, actually believe that it will be lost, unless strenuous efforts are made to retain it. The streets that this portion of the trade left to the entire cost of the work, including capital, loans, nual report next week will contain an expose of 54 and 60 inches diameter. the affairs of the company, and show that the Navigation is indeed susceptible of improvement and enlargement, and proper adaptation to the use of steam, with boats of one or two The use of steam as a motive power on canals and stack-water navigation, is producing quite a sensation in the public mind. This isowing to us, because the city of Philadelphia has so bolts, and proved at the greatest strain. which have heretofore existed to its use upon must continue to increase with the increasing facilities of transportation. Let there be an honorable competition for the trade; the work tem of canal navigation. Many of our citizens which can furnish the greatest facilities and sushad an opportunity recently, of witnessing a tain itself, must, eventually, take the greatest through Champlain canal, the Lake Cham-plain and its outlet, throughout the season there, this large sum was liberally supplied for the at its close came through the Delaware and Ra first developement of the immense treasures of

It is, perhaps, due to ourselves here to add,

The load at the time was the lightest the to ply in canals, rivers, lakes or bays, entirely ject was referred, and reported against it. The

THE NEWCASTLE MANUFAC Jack screws, Wrought iron work and Brass comotives.

The works being on an extensive scale, all William H. Dobbs, Superintendent, will meet

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

RAILWAY IRON, LOCOMOTIVES, Etc. The subscribers offer the following articles for sale :

holes and mitred joints. 80 " 2 " ½ 70 " 1½ " ½ 80 " 1¼ " ½ 90 " 1 " ½

44 1 26 with spikes and splicing plates adapted there-

to. To be sold free of duty to State govern-

Orders for Pennsylvania Boiler Iron ex-

Railroad Car and Locomotive Engine tires, and earnings applied to construction, has been wrought and turned or unturned, ready to be near roun millions. We learn that the an-fitted on the wheels, viz: 30, 33, 36, 42, 44,

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet  $2\frac{1}{2}$ ,  $2\frac{2}{3}$ , 3,  $3\frac{5}{6}$ ,  $3\frac{1}{4}$ ,  $3\frac{1}{2}$ , and  $3\frac{3}{4}$  inches

India rubber rope for Inclined planes, made from New Zealand wax.

Also-Patent hemp cordage for inclined planes and canal towing lines.

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well

A highly respectable American Engineer resides in England for the purpose of inspec-

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BOSTON AND MAINE RAILROAD.—UPPER ROUTE.
BOSTON TO PORTLAND—via Medford, Woburn, Wilmington, Andover,
Bradford, Haverhill, Plaistow, Kingston,
Excier, Newmarket, Durham, Madbury, Ibover, Somersworth, South and North Berwick, Wells, Kennebuuk and

On and after Monday, Oct. 21, 1844, the Passenger Trains will run daily, Sundays excepted, as follows, viz;—
Leave Boston for Portland at 74 A. M. and 22 P. M.
Leave Boston for Somersworth at 74 A. M., 24, and 34 P. M.
Leave Portland for Boston at 74 A. M. and 3 P. M.
Leave Somersworth for Boston at 44 A. M., 94 A. M., 44

Passengers are not allowed to carry baggage, beyond \$50 in value, unless notice is gived, and an extra amount paid, at the rate of a price of a ticket, for every \$500 additional value. jal CHAS. MINOT, Superintendent.

BOSTON AND LOWELL RAILROAD.

ON and after Friday, Nov. 1st, 1844, the Passenger Trains will run as follows:
Leave Boston at 7 and 11 A. M., 2 and 5 P. M.
Leave Lowell at 7\(\frac{1}{2}\) and 11 A. M., 2, 4\(\frac{1}{2}\), and 5\(\frac{1}{2}\) P. M.

The Coaches of Measrs. D. G. Cummings and B. P. Cheney, Nos. 9 and 11 Elim street, will convey passengers between the Depôt, in Lowell street, and places within a moderate distance, for 12\(\frac{1}{2}\) conts. distance, for 124 cents. CHAS. S. STORROW, Agent B. & L. R. R. Co.

CONCORD RAILROAD
MERCHANDISE TRAINS will run
dally as follows:
Leave Beston at 3½ P. M., and arrive at

Concord the same evening. Leave Concord at  $3\frac{1}{2}$  P. M., and arrive at Boston at  $7\frac{1}{2}$  the

Freight should be delivered at Concord and Boston as hour before leaving, to ensure a delivery by the first succeed

ing Train.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or no claim for damage or loss beyond such sum will be allowed. N. G. UPHAM, Sup't.

NASHUA AND LOWELL RAILROAD.
PASSENGER TRAINS will run Leave Boston at 7 A. M.; 11 A. M.; and

I.eave Nashua at 61 A. M.; 11 P. M.; and 5 P. M.

A. M.

. M.

All baggage at the risk of its nwner.

Fares are less when paid at the Ticket Offices than in the ars. jal

WM. PARKER, Sup't.

WESTERN RAILROAD
WINTER ARRANGEMENT.
ON and after the 14th December, 1844, the Passenger Trains will leave as follows, Sundays exceptoil:
Boston at 9 A. M. and 2 P. M. for Albany.
Albany 8 A. M. and 1 P. M. for Boston.
Springfield 7 A. M. and 3 P. M. for Albany and Boston.
Boston 2 P. M. for New York via Springfield and New Haven.

Haven.

For Albany and Buffala.

Leave Boston at 9 A. M., reach Albany at 84 P. M.—Leave Boston at 23 P. M. arrive at Springfield at 75 P. M.—bodge—leave next morning at 7 o'clock, arrive at Albany at 124 P. M. Passengers leave Albany for Buffalo at 8 A. M.

Passengers leave Albany for Buffalo at 8 A. M.

Passengers leave Albany for Buffalo at 8 A. M.

NEW ROUTE FOR NEW YORK.

VIA HARTFORD AND NEW HAVEN.

13 - FARE THROUGH FIVE DOLLARS.

Leave Boston at 2½ P. M., and reach Springfield at ½ P. M.

—thence direct by Railroad to Hartford and New Haven, and thence by Steamboat to New York, arriving at 5 A. M.

Returning—leave New York at 6½ A. M. and arrive at Springfield at 3 P. M., and thence to Boston, arriving at 8 P. M.

Berths on board the Steamboat may be secured in Boston at the Ticket Office.

For Northampton, Greenfield, Haverhill, &c.

Stages leave Springfield for the above places, upon the arrival of the evening trains. Stages also run from Weat Brookfield to Ware, Eufield, New Braitere and Hardwick—from Palmer to Three Rivers, Belcherhown, Amherst, Ware and Monson—from Wilbraham to South Hattley and Northampton, and from Pittsfield to Adams and Williamstown.

The Trains of the Hudson Railroad connect at Chatham—those of the Housdonic Railroad at State line.

Merchandise Trains run daily, Sundays excepted, to Albany, Hudson, Bridgeport, Hartford, New Haven and New York.

For further information, apply to CHARLES A. READ

For further information, apply to CHARLES A. READ

Agent, 27 S ate str. et. Boston. jal JAMES BARNES, Superintendent and Engineer.

FIT CHBURG RAILROAD.

OPEN TO ACTON.
Passenger Trains will run as follows:
Leave Charlestown at 8 A. M. and 1 and
10 51 A. M., and 56 P. M.

Stages, on the arrival of the first Train of Cars at Acton,
leave daily (Sundaya excepted) for Littleton, Groton, Townsend, Lunenburg, Fitchburg, Ashburnham, Winchedon,
Weatmlaster, South Gardner, Templeton, Fhilipston, Athol,
Mass.; Fitzwilliam, Troy, Swansey, Keene, Walpole,
Charlestown, N. II.; Chester, Windsor, Woodstock, Rutland, Middlebury, Royalton, Montpelier, and Burlington, Vt.
For further information, apply to THOMAS A. STAPLES, No. 36 Hanover at., or L. BIGELOW, No. 11 Elm st.,
Boston. Passengers leaving their names at the above offices,
will be supplied with Railroad and Stage tickets, and conveyed to the Fitchburg Railroad Depói, free of charge.
Coaches will be at the Depói in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city,
jail

ROSTON AND PROVIDENCE RAILROAD.

BOSTON AND PROVIDENCE RAILROAD.
PASSENGER NOTICE.—Winter Artember 4.
On and after Mooday, Nov. 4, the Passenger Trains will un as follows:
For New York.—Night Line, via Sound Steamers—Leave

run as loiiows:
For New York—Night Line, via Sound Steamers—Leave
Boston at 4 P. M. on Tuesday, Thursday and Saturday.
For New York—Morning Line, via Long Island Radiraad—
Leave Boston at 8 A. M. on Monday, Wednesday and Friday.

Leave Boston at S. A. M. on Monday, Wednesday and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at S. A. M., and 3½ P. M.; and Providence at S. A. M. and 3½ P. M.

"Taunton at S. A. M. and 3½ P. M.

"New Bedford, at 7½ A. M. and 2½ P. M.

Dedham Trains.

Leave Boston at 9 A. M.—3 P. M., 5½ P. M.

Dedham at 7:50 A. M., 10½ A. M., 4½ P. M.

All baggage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sup't

LONG ISLAND RAILROAD COMPANY. LONG ISLAND RAILROAD COMPANY.
Trains run as follows, commencing November 1st, 1841:
Leave Brooklyn at 8, a. m. (7½ New York side)—Boston Train-for Greenport, daily, Sundaya excepted, stopping at Farmingdale and St. George's Manor.
Leave Brooklyn at 94, a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.
Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Station.

Leave Greenport for Brooklyn, Beston Train, at 1, p. m. or on the arrival of the steamers, daily, Sundays excepted, atoping at St. George's Manor and Farmingdale.

Leave Greenport at 9½, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays,

Brooklyn and intermediate places, and Fridays.

Leave Hicksville for Brooklyn and Intermediate places, daily, Sundays excepted, at 7, a. m. and 12, p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

Leave Brooklyn at 4½, p. m. for Jamaica. Leave Brooklyn at 4½, p. m. for Brooklyn. Leave Jamaica at 8, a. m. for Brooklyn. Leave Jamaica at 3½, p. m. for Brooklyn.

Le ave Jamaica at oz, p. in. for Brookyn.

FOR ALBANY AND BOSTON,
Via Newllaven, Hartford, Springfield, and Western Railroads.
Composed of the following steamers.
Composed of the following steamers.
Composed of the following steamers.
Capt. R. Peck: NEW YORK, Caps.
Fare to Boston.

S. Railroad Cars leave immediately on the arrival of the above steamers at New Haven, and taking passengers through to Albany and Boston the same afteronon.
The steamboat BELLE, Capt. Roath, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

N. B.—Freight for Albany, Springfield, and intermediate acca taken by this line at low rates. For further information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Curliez, 283 Pearl street.

NEW YORK AND ERIE RAILROAD.
On and after Monday, December 2d, and I further notice, the ateamboat will teave the foot of Duano street every morning, Sundays excepted, at 8 o'clock, for passengers, and every afternoon at 30 clock, for freight and passengers.
Returning, the cars will leave Middletown at 6½, a. m. and 34, p. m.

Returning, the Care Middletown upon the arrival of \$\frac{1}{2}\$, p. m. Stages for the West, leave Middletown upon the arrival of the morning cars, from the city. Freight received from 9 o'clock, a. m. to  $2\frac{1}{2}$  o'clock, p. m. For further particulars inquire of the Captain, on board, or of J. Van Rensselaer, Agent, cor. Dunne and West atreets. Jal H. C. SEYMOUR, Superintendent.

PHILADELPHIA AND BEADING RAILROAD.
WINTER ARRANGEMENTS on and
Trains will run on Sundays.

Hours of Starting.
From Philadelphia at 9 A. M., daily,
From Pottsville at 9 A. M. daily, except Sundays.

FARES.

FARES.

From Pottsville at 9 A. M. daily, except Sundays.

FARES.

1st Class Cars. 2d Class Cars.

1st Class Cars. 2d Class Cars.

Reading, 2 25 1 90

All passengers are requested to procure their tickets because the train starts.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

New Arrangement.
Commencing Nov. 11th, 1844.

NEW YORK AND NEWARK.

From the foot of Courtlands street—Daily, Sundays excepted.
Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 41, 6, and 71 o'clock, p. m.
Leave Newark at 71, 51, 9, and 11 o'clock, a. m. and 12, 4, 52, 7, and 91 o'clock, p. m.

ON SUNDAYS, from the foot of Courtlands eigeet:
Leave New York at 9 o'clock, a. m. and 41 p. m.
Leave Newark, at 111, a. m. and 91, p. m.

The Cara of the Morris and Easex Railroad line for Orange, Millville, Summit, Chatham, Madison, and Morristown, run through from Jersey City without change, and connect with 9, a. m. and 3, p. m. trains from New York.

New York and Elizabethtown at 7, 73, 84, 104 and 12, a. m. and 34 and 15, p. m.

The Icrans for Westfield, Plainfield, Boundbrook, Somer.

Leave Now York at 9 and 11, a. m. and 2, 3, 44 and 6, p. m. Leave Elizabethtown at 7, 73, 84, 104 and 12, a. m. and 34 and 6, p. m.

The Irains for Westfield, Plainfield, Boundbrook, Somerville, &c., connect with the 9, a. m. and 43, p. m. trains from New York, dally, Sundaya excepted.

Fare between New York and Elizabethtown, 31½ cents; do. New York and Isamerville, 75 cents.

New York at 9 and 11, a. m. and 3, 4½ and 6, p. m. Leave New York at 9 and 11, a. m. and 3, 4½ and 6, p. m. Leave Rahway at 63, 7, 84 and 12, a. m. and 4½ and 94, p. m. New York at 9 and 11, a. m. and 3, 4½ and 6, p. m. Leave New York at 9, a. m. and 3 and 4½, p. m. Leave New Brunswick at 6, 7½ and 11½, a. m. and 6½, p. m. ON SUNDAYS.

Leave New Brunswick at 6, 7½ and 11½, a. m. and 6½, p. m. Leave New Brunswick at 11½, a. m. and 6½, p. m. Leave New Brunswick at 11½, a. m. and 6½, p. m. Leave New Brunswick, 50 cents; do. Rahway, 31½ cents.

Newark, Elizabethtown, Rahway, end New Brunswick passengers who procure their tickets at the Ticket Office receive a ferry ticket grads. Tickets are received by conductors only on the day when purchased.

The Commutation fare between New York and New Brunswick, and intermediate places, (including the Ferry,) has been reduced to \$65 per annum.

PHILADELPHIA, WILMINGTON, AND BALTIMORE
RAILROAD—MORNING LINE.
The Train carrying the United States
Mail leaves Prait atreet Depôt daily
(except Sundays, at 9 o'clock, A. M.
Passengers arrive in Philadelphia at about 3½ o'clock, and in
full time for the evening lines for New York.
Evening Mail Line to Philadelphia, leaves the Prait
street Depôt, daily at 8 o'clock P. M. through in seven; hours.
The return Trains leave Philadelphia respectively at 8 A.
M. and 4 o'clock P. M., and reach Baltimore at 2½ and 11
o'clock, P. M.
Freight to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 50 cents per 100 lbs.

o'clock, F. M. Freight to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 50 cents per 100 lbs.

A. CRAWFORD, Agent.

BAI.TIMORE AND OHIO RATAOAD.

Hours of departure of the Passenger
Trains on the "Main Stem" and "Washington Branch" of the Balttmore and
Ohio Raitroad, 31 March, 1844:

"Main Stem," Westwardly.

For Cumberisand, Ilancock, Martinsburg, Harper's Ferry,
Winchester, Frederick, Ellicoti's Mills, and intermediate depois by the regular train, daily, at 7½ o'clock, a. m.

For frederick and intermediate stations, by extra train,
daily, except Sunday, at 4, p. m.

Eastwardly.

From Cumberland, daily, regular train, at 8, a. m.

"Hancock," do. do. 10½, a. m.

From Comberland, daily, regular train, at 8, a. m.

"Hancock," do. do. 104, a. m.

"Martinsburg, do. do. 114, a. m.

"Harper's Ferry, do. 124, p. m.

"Frederick, daily, except Sunday extra train, 8, a. m.

do. by regular train, 2, p. m.

"Ellicott's Mills, daily, by several trains, at 74, a. m.

12, m. and 44, p. m.

Fare in either direction between Baltimore and Comberland

87, and for intermediate distances at the uniform rate of 4

\$7, and for Intermediate distances at the united rate of a centa per mile.

Through tickets are issued between Baltimore and Wheeling, respectively, \$11; between Baltimore and Pittsburg, \$10; between Philadelphia and Wheeling, \$13.

"Washington Branch"

Prom Baltimore at 9, a. m. 5, p. m. and 11½, p. m.

From Washington at 6, a. m. and 5½, p. m.

jat By onler, D. J. FOLEY, Agent.

WASHINGTON BRANCH RAILROAD.

In consequence of the ailoption of a new cachedule by the Post Office Department, the following changes in the departure of the Trains on this road will go into effect this day, viz:

The Train that has hitherio left Baltimore at 2 o'clock, A.

M. will now leave on the arrival of the Cars from the East, at or about 11½ P. M. and the departure of the evening train from Washington for this city, will be at 5½ instead of 4 o'clock; as at present. By order,

D. J. FOLEY, Agent. jai

RICHMOND AND PETERSBURG RAILROAD.

Winter Arrangement.—Change of Houra.

On and after Wednesday, the 13th day
of Nov. 1848:

Mail Train
Leaves Richmond, daily, at 13 o'clock, p. m.
Leaves Petersburg, daily, at 54, a. m.
Accommodation Train
Leaves Richmond, daily, Sundays excepted, at 104, a. m.
Leaves Petersburg, daily. Sundays excepted, at 8, a. m.
THEODORE S. GARNETT, Agent.
N. B. The hours are given in Richmond time, which is fifteen minutes in advance of Petersburg time.

# 11. AMERICAN RAILROAD JOURNAL,

## AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 3.1

THURSDAY, JANUARY 16, 1845.

[WHOLE No. 446, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL NICOLL'S PATENT SAFETY SWITCH FOR RAILis the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Bur-

TROY IRON AND NAÎL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
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JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE,
MEWCASTLE MANUFACTURING COMpany, Newcastle, Del. (See Adv.)

pany, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
SOUTH BOSTON IRON COMPANY, South

HINCKLEY & DRURY, South Boston. C. C. ALGER, [Stockbridge Iron Works,] Stockbridge, Mass.

### IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia. [See Atv.]

TICOLL'S PATENT SAFETY SWITCH FOR RAILroad Turnouts.

This invention, for sometime in successful operation on
one of the principal railroads in the country, effectuelly prevents engines and their trains from running off the track at
a switch, left wrong by accident or design.
It acts independently of the main track rails, being laid
down, or removed, without cutting or displacing them.
It is never touched by passing trains, except when in use,
preventing their running off the track. It is simple in its con
struction and operation, requiring only two Castings and twoRails; the latter, even if much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.
G. A. NICOLLS,
Jan. 1, 1845.
Reading, Pa.

TO IRON MANUFACTURERS.

The subscribers as Agents of Mr. Geo. Crane of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.

No. 4 South Front street, Philadelphia, Pa.

No. 4 South Front street, Philadelphia, Pa.

VAIL, Proprietor of the Speedwell Iron Works, near
Morristown, N. J. can supply at short notice railroad
companies and others, with the following:
Wronght Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give
the exact inside diameter or circumference to which they
wish the tyres made, and they may rely upon being served
according to order, and also punctually, as a large quantity in
the strait bar is kept constantly on hand. Crank axles for
locomotive engines, made from the best Pennsylvania iron.

Straight axles for locomotives for outside connection engines. Frames for engines.—Wrought iron work for ateamboats, and shafting of any size. Cotton screws of any length
or size. Railroad Jack screws, a late invention, and highly
approved. Self-acting pumping apparatus for railroad water
stations. He refers to the following gentlemen:
Baldwin. Vail and Hufty, Philadelphia; Wm. Norris, Phiadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones,
Augusta, Ga; D. F. Guez, Now Orleans, La.; Adam Hall,
New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York.

VALUABLE PROPERTY ON THE MILL DAM FOR

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Poiot, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker atreet, containing 68,497 square feet, with the following buildings thereon standing.

Main Brick Building, 120 feet long, by 46 feet wide, two stories high A Machine Shop, 47x43, with large Engine, Pace, Screw, and other Lathes, suitable to do any kind of work.

Pattern Shop, 35x32 feet, with Lathes, Work Benches, &c. Work Shop, 86x35 feet, on the same floor with the pattern shop.

Pattern Snop, 3052 feet, on the same floor with the pattern shop.

Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums. Pulleys, &c., large and email Trip Hammers, Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Poundry.

Foundry, at end of Main Brick Building, 60x45½ feet, two stories high, with a shed part 45½x20 feet, containing a large Air Furnace, Cupalo, Crane and Corn Oven.

Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.

Locomotive Shop, adjoining Main Building, fronting on Parker street, 54x25 feet.

Also—A Lot of Land on the Canal, west side of, Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler House 50 feet long by 30 feet wide, two stories.

Blackamith Shop, 49 feet long by 20 feet wide.

For terma, apply to HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphia.

TACHINE WORKS OF ROGERS, RETCHUM & GROS-venor, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by hiem of the most superior description in every particular. Their works being extensive and the num-ber of hands employed being large, they are enabled to ex-ecute both large and small orders with promptness and des-patch.

Railroad Work

Pair Description of the Railroad Work.

Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tires; Car Wheels of cast iron, from a variety of patterns, and Chills; Car Wheels of cast iron with wrought Tires; Axles of best American refused iron; Springs; Boxes and Bolts for Care.

for Care.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved Patterns, style
and workmanship.

Mill Gearing and Millwright work generally: Hydraulic
and other Presses; Press Screws; Callenders; Laithea and
Tools of all kinds; Iron and Brass Castings of all descriptions.

RUGERS, KETCHUM & GROSVENOR, Paterson, N. J. or 60 Wall street, N. Y.

TESSRS. EDITORS:—As your paper is devoted to the M. benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimere ikaliroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenged are was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unavoldably have much lajured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Delaware, Sept. 28, 1840, 27. The undersigned take pleasure in aucsting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axie and Hub for railroad cars. They have for some time bedu applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious acclidents must have occurred. In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the conducty.

JOHN FRAZER. Agent,
GEORGE CRAIG, Superintendant,
JAMES ELLIOTT, Sup't Motive Power,
W. L. ASHMEAD, Agent.
A model of the above improvement is to be seen at the N.
Jersey Railroad and Transportation Office, No. I Hanover st.,
New York.

TO RAILROAD COMPANIES AND MANUFACTURES OF RAILROAD MACHINERY.—The subscribers have for sale American and English Ber Iron, of all sizes; English Bisier, Cast, shear and Spring Steel; Juniata Rods; Car Axles, made of double refined iron; Sheet and Boiler Iron, cut to pattern; Tiers for Locamolive Engines, and other railroad carriage wheels, made from common such double refined B. O. iron; the latter a very superior article.

snd double refined B. O. iron; the latter a very superior article.

The Tires are made by Messrs. Baldwin & Whitney, Locomosve Engine Manufacturers of this city. Orders addressed to them, or to ue, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

N. E. corner 12th and Market streets, Philadelphia, Pa. jul.

passenger and freight engines, and have been adelphia and Baltimore by canals and rail-their manufacture, and their very general use brought to such a state of perfection that no ways. The interest on the cost of water for railroads and other purposes in this counannoyance from sparks or dust from the chim- power and lot is all that will be required for try, the manufacturers have no hesitation in ney of engines on which they are used, is many years; the coal will not cost more than warranting them fully equal to the best spikes experienced.

tirely different principle from any heretofore iron ore may be laid down still more cheaply works, will be promptly executed. offered to the public. The form is such that at the works; and, taken together, these sites a rotary motion is imparted to the heated air, offer remarkable advantages to practical mansmoke and sparks, passing through the chimney, and by the centrifugal force thus acquired
by the sparks and dust, they are separated
by the sparks are sparks and dust, they are separated
by the sparks are sparks are sparked by the sparked by th from the smoke and steam, and thrown into an outer chamber of the chimney through phia, or to the undersigned, at No. 23 Cham- E. Coffin & Co., Boston. openings near its top, from whence they fall bers street, New York, where may be seen by their own gravity, to the bottom of this chamber; the smoke and steam passing off

W. R. CASEY, at the top of the chimney through a capacious and unobstructed passage, thus arresting the sparks without imparing the power of the engine by diminishing the draught or

managers and other officers of which we are appertaining business executed. at liberty to refer those who may desire to

gard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendant Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Phiadelphia, Reading and Spring STEEL for Locomotives, Ten-Pottsville railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philadelphia; quired: large quantities are yearly furnished E. B. Dudley, pres't W. and R. railroad co., for railroad purposes, and wherever used, its Wilmington, N. C.; Col. James Gadsden, pres't S. C. and C. railroad comp'y, Charlesment being large, can execute orders with ton, S. C.: W. C. Walker, agent Vicksburg great promptitude, at reasonable prices, and and Jackson railroad, Vicksburg, Miss.; R. the quality warranted. Address S. Van Rensselaer, engineer and sup't Hart-S. Van Rensselaer, engineer and sup't Hart-ford and N. Haven railroad; W. R. M'Kee, sup't Lexington and Ohio railroad Lexing. sup't Lexington and Ohio railroad, Lexing ton, Ky.; T. L. Smith, sup't N. Jersey railroad trans. co.; J. Elliott, sup't motive power mington, Del.; J. O. Sterns, sup't Elizabeth-town and Somerville railroad; R. R. Cuyler, odolites, Transit instruments, Levels, etc., of pres't Central railroad co., Savannah. Ga: the most approach and some pres't Central railroad co., Savannah. Ga: the most approach are subscriber man-manufacturing so as to keep pace with the daily increasing demand for his spikes. pres't Central railroad co., Savannah, Ga.: the most approved construction. He would J. D. Gray, sup't Macon railroad, Macon, invite the attention of surveyors to his Improved Compass, which is almost equal to a Monroe, Mich.; M. F. Chittenden, sup't M. Theodolite, inasmuch as angles can be taken Wharves, Dams and Bridges of every decompositions. P. Central railroad, Detroit, Mich.; G. B. without the needle. Angles of elevation can Fisk, president Long Island railroad, Brook- be taken with precisely the same accuracy as

addressed to the subscribers, or to Messrs. the best manner, and keep correct time. He

promptly executed.

FRENCH & BAIRD. on reasonable terms.

Philadelphia Pa., April 6, 1844.

Civil Engineer, No. 23 Chambers st., N. Y.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are

gaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished

A NDREW MENEELY'S Manufacturing Establishment, West Troy, Albany horizontal angles. Town clocks, with dead Orders for these Chimneys and Arresters, beat escapements, warranted to perform in Baldwin and Whitney, of this city, will be still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to them N. B. The subscribers will dispose of sin-gle rights, or rights for one or more States, boat and factory bells, of all sizes, constantly on hand: and copper and brass castings of every description made to order.

TO THOSE INTERESTED in Rail- TO IRON MASTERS—FOR SALE, PATENT Hammered Railroad, Ship and roads. Railroad Directors and Mana- T Mill Sites in the immediate neighbor- Boat Spikes. The Albany Iron and gers are respectfully invited to examine an hood of Bituminous Coal and Iron Ore, of Nail Works have always on hand, of their improved Spark Arrester, recently patented the first quality, at Ralston, Lyoming Co., own manufacture, a large assortment of railby the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both and the communication is complete with Philthe excellence of the material always used in \$1 to \$1 25 at the mill sites, without any in market, both as to quality and appearance. These Arresters are constructed on an en trouble on the part of the manufacturer; rich All orders addressed to the subscribers at the

JNO. F. WINSLOW Agent Albany Iron and Nail Works.

PATENT RAILROAD, SHIP AND Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by SAMUEL NOTT, Civil Engineer, Surthe subscriber's Patent Machinery, which afveyor and General Agent, Bangor, Me. ter five years' successful operation, and now

Railroad companies may be supplied with Spikes having countersink heads suitable to purchase or obtain further information in re- Col. James F. Baldwin and Col. J. M. Fes holes in iron rails, to any amount and on short senden, Civil Engineers, Boston; Wm. Par-notice. Almost all the railroads now in proker Esq. Engineer and Superintendent Boston and Worcester railroad.

gress in the United States are fastened with spikes made at the above named Factory for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent. quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water street, New York;

A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.
Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the

W. R. CASE I, Olivier, New York, scription, with Plans and Specifications, and when required, superintend their execution.

He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads, bridges, wharves, etc.

F. LIVINGSTON, Civil Engineer R. Hudson, New York. Refer to W. R. Casey, 23 Chambers st., N. Y.

[For the American Railroad Journal] NEW YORK AND ERIE RAILROAD.

As this road is attracting very general attention at this time, and many, not fully informed cost of the work to the stockholders. as to its merits, present condition, and necessities, are desirous of obtaining information upon the subject, we present them with the following condensed statement, made from the Reports of the Board of last year, with such alterations as the statistics, furnished since the date of those Reports, would seem to warrant.

Present Condition of the Work.

53 miles are completed and furnished with Leaving as the cost of the work, \$7,715,849 36 the necessary engines, cars, &c., and in profit- But for safety, let us add for con-

11 miles completed, but not in use.

177 miles of graded and piled road, ready for the superstructure; on one half of which the bridges are constructed

40 miles grading nearly finished.

The right of way obtained for 325 miles. Permanent arrangements completed for building and maintaining fences upon 220 miles.
350 miles finally located, and the necessary

surveys nearly complete for locating the remaining distance.

rail timbers and cross ties, ready for use; lands for depots, and donations of real estate.

A considerable portion of the road is graded for a double track

Cost of finishing the Work.

Grading, and all other expenses except iron rails, spikes and castings, as per made 3 years since, estimates

36,153 tons iron rails at the present prices, including \$8 50 per ton for distributing along he line,

(The heavy I rail has been used upon those portious of the road already completed; and this estimate supposes the same kind will be used upon the unfinished portion.) 1,057,224 lbs. spikes, at 6c.

4,383,268 " castings, at 3c. 5

The cost of doing work at the present time, as shown by the proposals for constructing 15 miles lately advertised by the Company for competition, is at least 20 per cent. less than the prices used in making the estimate for grading, &c. embrac-ed in the above. It is reasonable, therefore, to diminish the total cost of completing the grading by that per centage, which amounts to

Leaving the am't to be expended, \$5,642,282 18 Cost of the work to stockholders when finished. Amount already expended, in-cluding the indebtedness of the

\$4,734,872 66 Required to complete, 5,642,282 18

\$10,377,154 84

\$3,849,161 49

2,368,021 50

194,931 48

769,832 29

\$6,412,114 47

By an act of the Legislature of 1843, the State Loan of \$3,000,000 will be given to the Co. provided the work is resumed before the

of that act be complied with, then the net proceeds of that loan should be deducted from the the country, and that the net revenue last year

The amount realised from the loan is \$2,639,457 32 Of the earnings of the Eastern division, rent of offices, &c., there has been expended in construction, up to April 15, 1842,

> 2,661,305 48 Making to be deducted,

tingencies, 284,150 64

Making the total cost of the road \$8,000,000 00 to stockholders,

Or \$17,777 77 per mile, for a road 450 miles long, and in no respect inferior to any work of a similar character in the Union.

#### Income.

The Eastern Division has been in operation 3 years up to Sept. 30th, 1844, and the earnings Other property of great value, consisting of and net revenue have been as follows:

			Total Earnings.	Net Revenue.
1st year,	-	-	\$78,526	\$31,732
2d year,	-	-	95,735	43,216
3d year,	•	-	122,769	55,790

Making the average annual net revenue \$43,576.

the operations of the E. Division, a basis of cal culation for determining the net revenue to be expected from the whole road, much pains have been taken in ascertaining-

That the area of country contributing this re venue does not exceed 440,000 acres.

That the population of that area does not exceed 40,000.

That the average annual net revenue derived from the area named is \$43,576.

Now by dividing the area of country tributary to the road into districts, whose centres are 5 miles apart on the line of the road, and assum ing \$40,000, instead of \$43,576, to be the net earnings from a population of 40,000, and that a like population on other portions of the line will produce a like amount of surplus products to be sent to market, and allowing for the increase of receipts from the same amount of tonnage, on account of the greater distance to b transported,—the value of the business of each division will be ascertained with great accuracy

			Population.	Ne	Revenue
1st dist.	50	miles,	40,000,	yields	\$40,000
2	100	46	28,000	44	56,000
3	150	66	51,000	44	153,500
2 3 4	200	44	135,000	66	540,000
5.	250	64 .	87.000	40	435,000
6	300	66	45,000	. 66	270,000
7	350	56	48,000	64	376,000
8 .	400	44	35,000	66 .	280,000
9	450	66	62,000	66	558,000

If the proposed plan for procuring subscrip- 1. That the charges for transportation upon the E. than \$100,000 per annum.

Total,

tions should prove successful, and the condition Division, upon which this estimate is based, are one-third less than upon the principal roads in was over \$15,000 greater than the amount used in these calculations.

> 2. That no notice is taken of the business to be brought to the road from the lakes, some idea of which may be formed from the fact that the number of tons passing through Buffalo East and 21,848 16 West is over 340,000 per annum, as shown by the Report of the Commissioners of the Canal Fund for 1843.

The number of passengers connected with this large and rapidly increasing business must be on the same scale. But the Board have not been able to obtain any accurate statistics by which to present it.

From the best information in their power, it is believed that during seven months of the year at least 300 passengers each day arrive at Buffalo from the lake, and that 600 each day are con-

veyed westward in steamboats and vessels.

The inducements which the New-York and Erie Railroad can offer to this large amount of

business, are as follows :-

By the report of the Superintendent of the Eastern Division of the New-York and Eric Railroad, it appears that passengers can be conveyed from Lake Erie to the city of New-York in 24 to 26 hours; that a charge of \$10 per passenger will afford a profit of \$3 to \$5 per passenger; that light freight can be transported over the road in 24 to 26 hours; that a charge of \$15 With a view of deducing from the results of to \$20 per ton will give a profit of \$5 to \$10; and that heavy freight can be transported in 48 to 50 hours, and that a charge of \$8 to \$15 will yield a profit of \$3 to \$8 per ton.

The existing communications, which will more immediately compete with the New-York and Erie Railroad for the lake business, are the Erie Canal and the northern line of Rail-

roads to Albany.

From information obtained from parties engaged in the freighting business between Buffalo and New-York, the following table has been prepared:

Freight from Buffalo to New-York, through in 7 to 9 days.

\$10 00 per ton On Flour. Wheat, Corn, &c. 9 50 " Pork, Beef, &c. 9 50 " Wool, Skins, &c. 19 50

Freight from New-York to Buffalo, through in 7 to 9 days.

On Groceries, &c. \$21 00 per ton " Dry Goods, &c. " Pig Iron, 24 00 10 00

- 3. That it is a well established fact, that transportation on a long road will yield larger profits than a short one, the expenses of operating not being in direct proportion to the distance passed over.
- 4. That this estimate refers strictly to the population and resources of the country as they now exist, and no allowance is made for the increase of either, or for the additional stimulus to surplus products, which invariably follows the creation of improved modes of transportation; and,
- 5. That no notice is taken of the receipts to \$2,708,500 be derived from the transportation of the U.S. To some this amount may seem large-greater mail, which alone, at \$250 per mile, (less than 18th April, 1845, and completed within 5 years. than will be realised. Let such bear in mind + is paid on other roads,) would amount to more

instead of the amount being too high, it is probably nearly one-half too low.

No doubt, therefore, as to the productiveness of the road can exist.

Aside from the large dividends to be reasonably expected, there are other benefits of a general character which will most certainly follow its completion.

First. The increase in the value of real and personal estate in this city.

It is ascertained that the value of the real and war in 1815, was

That at the completion of the Erie

Canal in 1824, it was -The first year it was opened, in

1825, it was

At the completion of the Ohio

Canal in 1832, it was -And in 1840, - -

tion in this State, and about 2,500 in other Hudson to Lake Erie shall be put in operation; States. Thus it will appear that since the in-States. Thus it will appear that since the introduction of the railmad system, the value of on the 1st day of January. real and personal estate in this city has increased over \$100,000,000. The increased value of \$91,000,000.

Second. The decrease in the cost of articles of country produce consumed in this city.

Great pains have been taken to ascertain the value of produce annually consumed here, and it is believed that the consumption in this city and Brooklyn, and the supplies for shipping, do not fall short of \$25,000,000. Now, the saving to consumers upon the item of milk alone has been about \$400,000 per annum, the price having been of Pennsylvania when the Governor entered reduced one-third since the opening of the Eastern upon the duties of his office; and of the mea-Division. The cost of poultry, fresh meats, &c., has been reduced in about the same proportion, Tax Bills suggested and adopted are analysed, but suppose the reduction upon all articles con- and the difficulties and embarrassments of the sumed to be but 20 per cent., and yet the saving State are adverted to. will be \$5,000,000 per annum.

But this article has already reached a greater length than we intended, we will therefore close by quoting the following plan for resuming the construction of the work, as recommended by the present Board :-

To complete the entire line of the road, six millions of dollars is deemed necessary and sufficient. Towards this sum, the Bonds legally on the public debt. authorized are an eligible and safe reliance for three millions. From a variety of considerathree millions. From a variety of considerations, it is believed to be quite safe to rely upon the interior counties for further aid to the amount of one million. So that to insure the immediate of one million. So that to insure the immediate been made to create doubts in the public mind will connect with the Mount Carbon Railroad

direct tendency to increase the revenues, are amount will not be deemed impracticable, or out that enough money to discharge the interest on taken into consideration, every one will see that of proportion for this city, it is proposed to give the first of February, is in the Treasury, applinotice in due form within a few days, comprising substantially the following conditions, viz.

stock will be opened for two millions of dollars; the option being reserved by the Board of accepting such further subscriptions as may be

made prior to the 1st day of April, 1845.
2. That if two millions, and no further sums rior counties, so as to make an aggregate of three ceed the expenditures the sum of \$629,658 82. millions, which, with the like amount of bonds, as authorised by the Legislature, is deemed sufpersonal property of this city, at the close of the the Lake in such time and manner as to secure the interest on the public debt shall have been \$81,636,042 all the benefits of the Law of April, 1843.

3. That an instalment of \$5 per share be called 83,075,676 at the pleasure of the Board after the 1st day of January, 1845, and that subsequent instalments her public debt, but all her other engagements

252,135,515 the rate of six per cent. per annum be allowed on all the instalments on the stock which shall be for that purpose. During the later period, (from 1832 to 1840,) subscribed, from the dates of the respective payabout 500 miles of railroad were put in opera- ments until the whole line of the road from the

In pursuance of such views, the books of subscription to the capital stock of the Company have real estate alone, from 1831 to 1840, was over been opened at the office, No. 34 Wall street, and the members of the Board are zealously engaged in making personal applications to our citizens for their subscriptions. We learn from good authority, that over half a million of dollars has already been subscribed.

### PENNSYLVANIA.

We find the following abstract of the Goverpor's Message in the Philadelphia Inquirer:

A review is given of the financial condition sures that were immediately taken to improve the condition of public affairs. The various

The entire amount of the public debt at this time is \$40,835,013. The interest due in February next, is \$873,515; in addition to \$97,880 of interest on interest certificates. The amount in the Treasury on the 1st of February is estimated at \$963,030, which embraces the sum of \$50,000 of relief notes, which the State Treasurer withheld from cancellation on the 31st De-

From the facts here presented, the Governor says, it is evident that the Commonwealth will

When all these and other causes, having a as an investment, and that subscriptions to this While, on the other hand, if when it is admitted cable to that object, and it is not so applied, we shall with much appearance of justice, subject 1. That books of subscription to the capital ourselves to the reproach of our traducers, as wilfully dishonest, and regardless of the faith and honor of the State.

The Governor felicitates the public on this cheering aspect of affairs.

The tolls collected in 1844, amount to \$1,should be subscribed by that date, the Board will 167,603 42, being an increase over 1843 of rely on subscriptions for one million in the inte-\$172,199 10. The collections for the year ex-

The State Treasurer estimates that there will be a balance in the Treasury on the 30th of ficient to complete the Road from the Hudson to November, 1845, of \$647,345; and this after paid. There is, therefore, says the Governor, no manner of doubt that, henceforth, the State will be able to meet, not only the interest on be restricted to \$20 per share in 1845; \$30 in 1846; and \$45 in 1847.

4. That as an equitable, and under existing Treasury be strictly enforced,) and the proceeds 146,302,618 circumstances, an expedient measure, interest at of the public improvements, with other sources of revenue, constituting a fund amply sufficient

### RAILROADS IN SCHUYLKILL COUNTY.

The following is the quantity of coal transported over the different Railroads in Schuylkill county, for the year 1844, in comparison with the former year:

	1844.	1843.
West Branch,	334,027	277,474
Mount Carbon,	202,742	147,481
Mill Creek,	75,636	48,878
Schuylkill Valley,	109,865	90,372
Little Schuylkill,	56,669	31,281
Pinegrove,	34,916	22,905
	833,895	618,391
	618,391	

Increase in 1844, 215,504

The whole distance of the West Branch Road, terminating at Schuylkill Haven,) is laid down with substantial iron rails. The Company is doing a thriving business, declares a dividend annually of at least 121 per cent., and the stock is now worth \$73 for \$50 paid.

The Mount Carbon Road, which terminates at Pottsville, has never paid a dividend, from some cause or other. Part of this road was laid down with iron rails during the past season, and the same material will also be substituted on the other portions as soon as possible, probably during the present year. This road ought to be profitthe present year. able to the stockholders.

Arrangements have been made to widen the track of the Mill Creek Road, which terminates at Port Carbon, so as to connect it with the branch cember, and which, if needed, may be applied by the Legislature to the payment of interest on the public debt.

From the facts here presented, the Governor annual dividends, and is considered good stock.

of one million. So that to insure the immediate progress and early accomplishment of the entire work, a subscription of two millions of dollars only is required. With such a subscription, the Board would have no hesitation in proceeding with the work, in the confidence that no further call upon the citizens of this city will be necessary.

Believing this to be the smallest amount that would give to the stockholders sufficient confidence of success to render their subscriptions safe.

A project is under discussion to construct a tion. In France, the proportion is above 22 Railroad from Cleaveland to the Ohio river at lbs.; in Belgium it is about 36 lbs.; and in Wellsville, or Beaver, &c. Distance, with the England it is as high as 55 to 56 lbs. to each curvatures of the road, say 90 miles, cost \$15,000 a mile. Capital required to complete the road, and place upon it the requisite number of loco-motives and cars, \$1,500,000. The income from all sources is estimated at \$700 a day, equal to 14 per cent. per annum! The time to pass from Detroit, by this route, to New York will be about the same as by way of Buffalo and Albany .- Cin. Gaz.

OUR COAL STATISTICS.—We publish in another part of the Journal, our annual coal statistics. They are not all completed, but correct so far as they go. The dose will however, be found sufficient for one week. We would also remark that these statistics have cost us both time and money to prepare: and we hope we will receive the proper credit. The only statistics of the anthracite coal trade in the United States have been prepared in this office. They have in several instances been copied without have in several instances been copied without iron revenue steamers, up to the 1st of December, then re-copied, and credited to the paber, 1844, is for the John Tyler, at Pittsburg,

THE COAL TRADE.-It was our intention to lay before our readers our annual tables, showing the state and progress of the anthracite coal trade in the United States—but the short period that intervened between the first of January and our day of publication, and having been disappointed in receiving the official quantity shipped from two districts, we have concluded to postpone their publication until next week. In the mean time, we give below the quantity shipped from this region.

Schuylkill Haven, Pottsville,

By Railroad. 272,528 06 168,962 08

441,490 14

By Canal. Pottsville & P. Carbon 278,459 00 Schuylkill Haven, 61,675 00 Port Clinton. 58,309 00

398,443 00

839,933 14 To which add from Swatara region, 31,531 00

Total from Schuylkill county, Making 871,464 tons of coal shipped from this county during the year 1844, which exceeds the quantity shipped last year by 171,264 tons, and the amount sent from all the Anthracite regions in 1840, by upwards of 6000 tons.

Should nothing intervene to check the grow ing prosperity of the country, we confidently an-

-Miners' Journal.

THE IRON TRADE.—This interest, which is fast growing in importance in our country, appears to be also increasing in Europe somewhat Mercury. rapidly, a circumstance worthy of note here. Prussia employs in furnaces for the manufacture of pig. iron, 8,674 workmen, who produce 120,000 tons annually; and 6,049 workmen, erected at Mr. Bast's mines, in this region, by who produce 73,000 tons of bar and plate iron. Mr. Battin, as an experiment. So superior is improved pumps in the caissoon, it may, in case Verein is, cast iron, 191,156; wrought iron, or erect four or five more. works in cast and wrought iron, 187,324 tons. In proportion to the population these quantities are not great, since they only amount to 15.

RAILROAD FROM CLEAVELAND TO THE OHIO. | lbs. for each person throughout the confederaperson.

> A NEW LOCOMOTIVE .- Many of our scientific fellow citizens were much gratified yesterday, with an examination of the model and principle of a new locomotive, invented by Mr. Ezra Coleman, of this city. The object of the principle discovered by Mr. C. is to overcome the difficulties of railroad travelling which are presented by inclined planes. By this locomolive there will be no occasion for stationary steam engines, as at the Schuylkill Inclined Plane of the Saturday Courier, where it may be seen until one o'clock this afternoon.

U. S. REVENUE CUTTERS .- The amount of money expended upon the construction of pers who cribbed them. This is not 'doing 469 tons, \$68,468 48; Jefferson, at Oswego, unto others as you would wish to be done by,' to say the least of it.—Miners' Journal.

The Coal Trans.—It was our intention to tons, \$56,254 65; McLane, at Boston, 368 tons, \$69,705 95. Total, \$425,286 35. There are fourteen revenue cutters now in service, besides the two iron steamers just constructed, the Legare and the Spencer—the first upon Ericsson's, and the latter upon Hunter's plan. The Dal-las, now on the stocks at Buffalo, is in a state of forwardness, and will be launched sometime during the early part of next season .- Philadelphia Inquirer.

The Philadelphia Inquirer says that a new plan has been adopted for the warming of rail-

Company. It is thus described:

A small boiler is attached to the upper part of the stove in the cars; two inch copper pipes are attached to this boiler, and these pipes are conveyed under the seats; and thus, being constantly filled with hot water, heat is thrown out in every quarter with entire safety, and to the evident enjoyment of travellers. We learn that the public are indebted for this new and very commendable feature, to the forethought and enterprise of Edwin Stevens, Esq., one of the most efficient members of the Board of Managers.

GEORGIA RAILROAD.—We are gratified to be informed that the Georgia Railroad has been opened for the accommodation of both freight and passengers to Covington, 25 miles beyond the late terminus at Madison. The road beyond ticipate a shipment of at least one million of tons of coal from Schuylkill county the present year. nects with the State road, and will be finished for that distance in September next. At the same period the State road will be in operation as far as Cassville, within 17 miles of the Codsa, and 60 of the Tennessee river .- Charleston

Gideon Bast, M. G. & P. Heilner, Milnes & Co.

		5		
G. Spencer & Co.	-	-	-	1
A. B. White,		-	-	1
Milnes & Haywood,		-	-	1
William Payne		+	+	1
Delaware Coal Com	pany,	-	-	1
George H. Potts, -	-	1	-	1
A. Ronaldson, -	-	-	-	1
James C. Oliver, -	-	4	-	1
Jonathan Wasley,	-	- 1	-	1
Lumison & Gaskill,	Swats	ra n	egion,	1
			-	-

Mr. Battin's receipts for his patent have been considerable during the last season, but so far, we learn, he has been barely remunerated for the expenses he incurred in making the different experiments in perfecting his coal breaker. It is but justice to add, that Messrs. Haywood & the new screw power introduced, enabling Mr. is but justice to add, that Messrs. Haywood & C.'s engine to ascend and descend with ease and safety. The model was exhibited at the office of our friends, Messrs. McMakin and Holden, is the same, it is embraced in Mr. B.'s patent, and all differences have been adjusted between the parties .- Miners' Journal.

### EXTRAORDINARY HYDRAULIC PERFORMANCE.

A most interesting exhibition of hydraulic prowess recently took place in Her Majesty's Dock-yard at Woolwich, where there is a floating caissoon of large dimensions, from which it is occasionally necessary to remove the water This has hitherto been accomplished by means of a pair of ten-inch pumps, fitted up in the best possible manner by an eminent engineering firm in London. These pumps have been worked by a party of thirty-two convicts, in two gangs of sixteen each, relieving each other at intervals of ten minutes, by which means the water has been pumped out in three hours and a half, the men at the end of that time being much distressed by their continued exertions. Mr. Walker (of Crooked-lane, King Williamstreet,) having offered to raise the required quanplan has been adopted for the warming of rail-road cars by the Camden and Amboy Railroad Company. It is thus described: pump, of which we gave an account in vol. xl. page 307, his proposal was made known to the Board of Admiralty, who immediately called upon Mr. Walker to fulfil his promise. Mr. Walker accordingly fitted up a pair of twelve-inch pumps worked by a rotary motion, which were completed and tried on the 20th of September last, under the superintendence of Captain Dennison, R.E., in the presence of Lord Adolphus Fitzclarence, Sir Francis Collier, Mr. Oliver Lang, and the principal authorities of the Dock-yard, who seemed to take a lively interest in the experiment, as the speedy emptying of the caissoon is to them a matter of great mo-ment. The new pumps were manned by fourteen convicts (the same formerly employed in this work) in two gangs of seven each, relieving each other at intervals of fifteen minutes. In one hour and fourteen minutes the required task was accomplished, the men being in no way fatigued! The quantity of water raised was about 3,350 cubic feet, or 95 tons, lifted 13 feet high! The result of this trial created great astonishment among all present. Mr. Walker was warmly congratulated on having more than

In Bavaria, 14,750 tons of cast and wrought this improvement considered to others invented of emergency, be emptied in half an hour by iron are annually produced. In Wirteinburgh, for said purpose, that no less than fourteen have 28 hands, although with the former pumps 32 8,900; in Baden, 11,750; in Saxony, 12,150; already been erected at the following Collieries and in the other German States of the Zollini this region, and preparations are making to three hours and a half. It is always very desirable to have the power of quickly emptying the caissoon, but under certain circumstances, in the event of fire for instance, it is of the utmost

importance to be able to do so.

	1		LISH RAILE		E-LIST. Dividend at last	1 1	( NE	WAND	PROPOSED	10 m
	-	rais	s, in pounds if to be raised mortgage. is, in pounds, at dates of ince sheets.	ting in months test bal-	meeting.	-   -	3-		WAYS.	Ca
,	Y. Paudo	a a	sums, in pount prized to be rais an or mortgage, sums, in pount balance sheets	Cost of working pounds for six monius stated in latest blance aboets.  Total earnings, in pounds, for six mon as stated in latest and accessed in latest bace sheets.	g   . g				etion	1,60
MAME OF RAILWA	Y.	1 0 1	nce net	work r six in late train r six n late	share.	share.			Ballymena	
	Miles	Total sums, i sutherized to by shares.	thorized to loan or m loat balanc	Cost of wo pounds for sins stated in lance sheets.  Total earn pounds, for si as stated in an esteets.	le san		Black	burn, &	Accrington.	40
	N N	sha sha	thori loan loan tal s	nds ora	Per Per	0 .	Birk.		esh. Junction.	
		To a di	Total late	Pour Pour	£ s. d. £ s. c	1. Pa 4	Bolt.	Wigan	and Liverpool	1,80
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andling Junction	23	161,700 3	365,470 481,452		4 . 10	0 50 5	45Ches	ter and	Wrexham	12
ristol and Gloucester	37 1-5		211,000	5050 10140	nihil.	-1			ey	1,80
nester and Birkenhead	14 1-9		143,170 518,989 150,000 500,869						ern to York	
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ast County and North and		14,443,2001,3	341,155 3,931,905	47,385 118,726	1 6 6		72 Glass	ow, Du	m. & Carlisle	1,30
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eston and Wyreeffield and Manchester			79,852 355,161 11,759 951,455	11,895 14,876	nihil.	50 1 82 9	3 Cont	gne and	Amiens	1,50
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Steam	and Miscellan			NAME OF	COMPANY.	Num. of	Am't. of	Amount	Div. p.c. Last	P
NAME OF COMPANY.	Num. of Am't. of A shares.	mount Div. p.c paid. per ann	price. price.	Loughborough		shares.	share.	paid. 142 3-4	per ann. price	
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gloMexican Mint.  ti dry Rot.  stralian Trust company.  neral Steam Navigation.  Western Steam Pa.  tropolitan Wood Pav.  ent Elastic Pav.  insular and Oriental.  tytechnic Institution.  ytechnic Institution.  ersionary Int. Soc.  Mail Steam Packet.  th Western Steam.  to Owners' Towing.  umes Tunnel.	10,000	35 14 10 00 6 5 5 5 7 40 7 6 00 4 1-2 60 7 1-2 10 10 10 10 10 10 10 10 10 10	24 1-2 27 1-2 27 25 6 5-8 6 4 3-4 65 2 104 104 36 1-2 37	Monmouthshii MeltonMowbr Mersey and Ir Macclesfield Neath Oxford Regents or Lo. Shropshire Somerset coal. Stafford and V Shrewsbury Stourbridge Stroudwater Swansea Severn & Wye	well	250 500 3,000 247 1,786 21,418 500 800 700 500 300 200 533	100 100 100 100 100 33 3-4 125 150 140 125 140 125	100 100 100 100 100 33 3-4 125 150 140 125 145	10 160 10 117 10 2 1-2 15 17 365 30 505 2 5-8 25 6 120 7 1-2 123 25 480 12 230 14 360	16 11 136 2 12 12 46 23 36
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gloMexican Mint.  ti dry Rot.  stralian Trust company .  neral Steam Navigation.  Western Steam Pa  etropolitan Wood Pav  tent Elastic Pav  minsular and Oriental.  tto  tytechnic Institution  versionary Int. Soc  Mail Steam Packet  th Western Steam  p Owners' Towing  ames Tunnel  iversity College.  aby de la Zouch  minsley  mingham, 1-16 share  and Liverpool Junct  entry  mford  by  wash.  th and Clyde  nd Junctt	10,000	35 14 10	2104 104 36 1-2 37 15 150 160 180 180 160 13 1-2 365 365 250 250 105 440 440 440 162 161 1-2 25	Monmouthshii Melton Mowbr Mersey and Ir Macclesfield Neath Oxford Regents or Lo Shropshire Somerset coal. Stafford and Stafford and Staroutwater Stourbridge Stroudwater Severn & Wye Trent and Met Thames and M Warwick and Birmingham East London Grand Junction New River L. Manchester an.	& Rail. Avseyedway.BirminghamNapton	250 3,000 247 1,786 21,418 500 700 500 200 500 200 500 200 500 200 8,149 2,600 8,149 2,600 4,433 1,500 6,486 1,500 6,486 1,000 8,294	100 100 100 100 100 100 100 100 125 150 145 150 100 26 1-2 50 19 1-4 100 100 100 100 100 100 100 100 100 10	100 100 100 100 100 33 3-4 125 150 140 125 150 100 26 1-2 50 19 1-4 100 100 41 2-3 30	10 160 10 117 10 2 1-2 15 17 365 30 505 -2 5-8 25 67 1-2 123 25 480 12 230 14 360 19 240 5 1-2 30 65 495 10 10 1-2 167 8 1-2 122 3 5-8 28 8 1-2 122	16 11 1 36 2 12 12 12 48 23 36 24 3 1
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gloMexican Mint.  ti dry Rot.  stralian Trust company .  neral Steam Navigation.  Western Steam Pa  etropolitan Wood Pav  tent Elastic Pav  minsular and Oriental.  tto  ytechnic Institution  versionary Int. Soc  Mail Steam Packet  th Western Steam  p Owners' Towing  ames Tunnel  iversity College.  hyde la Zouch  mingham, 1-16 share  and Liverpool Junct  entry  mford  by  wash.  th and Clyde  nd Junct  nd Surrey  uccester and Berkley  ntham.	10,000	35 14 10	34 1-2     27 1-2   27   25   6 5-8     64 3-4   65     65     13 1-2   365   365   250   105   105   440   440   162   20   8   8   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185   185	Monmouthshii Melton Mowbr Mersey and Ir Macclesfield Neath Oxford Regents or Lo Shropshire Stafford and V Shrewsbury Stourbridge Stourbridge Severn & Wye Trent and Mer Thames and M Warwick and Birmingham East London Grand Junction New River L. Manchester and Vauxhall, it. S West Middlese Commercial Do East and West	& Rail. Avseyedway.BirminghamNapton	250 3,000 247 1,786 21,418 500 700 500 300 200 500 200 500 200 500 8,149 2,600 8,149 2,600 4,433 1,500 6,486 1,500 6,486 1,005 1,005 1,005 1,005	100 100 100 100 100 100 100 100 100 101 102 102	100 100 100 100 100 133 33-4 125 150 140 125 145 150 100 26 1-2 50 19 1-4 100 100 100 41 2-3 30	10 160 117 10 117 10 12 1-2 15 17 365 30 505 305 505 480 12 230 14 360 19 240 55 1-2 30 65 12 230 14 360 19 10 1-2 167 8 1-2 122 35-8 28 8 223 7 1-4 88 2 1-2 8 3-8 57 5 5 55 6 5-8 126	16 11 1 36 2 12 12 12 48 23 36 24 3 1
gloMexican Mint.  ti dry Rot.  stralian Trust company neral Steam Navigation. Western Steam Pa.  tropolitan Wood Pav.  tent Elastic Pav.  ininsular and Oriental.  to  ytechnic Institution versionary Int. Soc. Mail Steam Packet th Western Steam p Owners' Towing ames Tunnel.  iversity College.  by de la Zouch nsley.  iningham, 1-16 share and Liverpool Junct entry.  mford.  by.  wash.  th and Clyde and Surrey.  ucester and Berkley.	10,000	35 1.4 10	34 1-2     27 1-2   27   25   6 5-8     64 3-4   65     65     64 3-4   65     65     66 3-7   15     15     15     15     15     15     15     15     15     15     15     15     15     15     15     15     15     15     15     15     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16     16	Monmouthshii Melton Mowbr Mersey and Ir Macclesfield Neath Oxford Regents or Lo Shropshire Somerset coal. Stafford and V Shrewsbury Stourbridge Stourbridge Severn & Wye Trent and Mer Thames and M Warwick and Warwick and Birmingham East London Grand Junction New River L Manchester and Vauxhall, It. S West Middlese Commercial Do East and West London	& Rail. Av sey Birmingham. Napton  1 Salford London x	250 500 3,000 247 1,786 21,418 500 700 800 700 300 200 533 3,762 2,600 8,149 2,600 4,433 1,500 4,433 1,500 6,486 1,000 1,065 1	100 100 100 100 100 100 100 33 3-4 125 150 140 125 150 19 1-4 100 100  Vorks   av.   48.  00   1	100 100 100 100 100 133 33-4 125 150 140 125 150 100 26 1-2 50 19 1-4 100 25 00 41 2-3 30 00 63 5-8	10 160 10 117 10 2 1-2 15 17 365 30 505 -2 5-8 25 6 7 1-9 123 25 480 12 230 14 360 19 240 5 1-2 30 65 495 	16 11 1 36 2 12 12 12 48 23 36 24 3 1

		Length	,	WORI	CR.	184		ETC.	State 4	nes de	are all A	leal dags	and the lock
	STATE WORKS.	in miles	Cost	Income.	Expend.	Income.	Expen	d. 13 to	17 feet v	vide,	and 80 to	90 feet in	length.
Y.	1 Black river canal-(4 years' deficiencie 2 Cayuga and Seneca-(14 years' def.)	s) 35	2,066,285										yearly defi
. 1	2 Cayuga and Seneca—(14 years' def.)	. 21	419,830			••••							from au
14	3 Champlain canal	. 64	1,257,604 1,012,685			••••							al or inte ver canal
	5 Chenange (7 years' def.)	97	3,267,590	16,195				quire	large s	nms	for their	completic	on, the int
14 2	5 Chenango—(7 years' def.)	. 8	263,950	461	3,674			on w					estimated
14	7 Eric onlargement of	. 363	20,435,406					. incom	ne of th	ese c	anals w	hen finish	ed. The
4	8 Genessee valley—(5 years' def.)	. 120	4,167,846					. mate					00,000, and
•	9 52 miles opened, cost \$1,500,000		07.000	12,292	13,819			. estim	ated in	come	s, from 1	the total e	xpenditur
1	10 Oneida lake—(4 years' def.)	. 38	85,082 882,399	225	2,239			30,00	osposti	ind a	2,400,00	o are 539	,000 and
a. 1	11 Oswego—(14 years' def.)	25	. 002,333			1 381	5.3	G T	e total	POOL	pints for	1843 we	re \$1,019
a. 1	13 Delaware canal	. 60				109 278	22.87	0 for 18	314 \$1	164.	326. and	the cost	about 30
	14 French creek						,	. lions.		, , -	oro, and	the cost	1.
1	15 Main line							T	e recei	ots fo	r 1844 a	re as follo	ws
1	16 Columbia railroad	. 82				443,336 179,781	205,00	7 Cana	l tells,		-	-	578
1	17 Portage railroad	. 36				179,781	138,91	5 Railr	oad toll	s, -	-	· •	- 252
	18 Susquehanna division canal					351,102	248,94	3 Moti	ve powe	er,			319
12	19 Juniata canal							. I ruc	ks, tal rece	int		. •	-) 13 \$1,164
4	20 Western division canal											m 118 mil	les of railr
0	22 West branch Susquehanna canal					101,343						iles of car	
2	22 West branch Susquenanna canal								3.0,20	- 4.01	000 111	or tal	
io 2	21 Hocking canal		947,670	4,757		4.926		Th	e canal	s of (	Ohio are	supported	by a prop
2	25 Miami canal		1.660.742	68,640	38,826	74,904		. tax of	5 1-2	mils	on the	dollar.	There are
2	26 Miami extension		2,919,250	8,291		12,053		. miles					ielded in I
2	27 Muskingum			23,167		28,241							cost. 1st
	29 Ohio		4,600,000	322,754		338,267 49,267							se of '44
	29 Wabash		2,955,270		6,400								ar '44 has
	30 Walhonding				39,005 1,782				u a gre ever be			entoughou	it the cou
1. 3	32 Sundry works		11.000.000	1,001		3,011						ndry wor	ks yield n
3	33 Manme canal								whatev			, , ,	
. 3	34 Sundry works		10.000.000					. Th	e Cent	ral []	fich.] ra	ailroad sur	ports itsel
n. 3	35 Central railroad			149,987	75,960			. well	as the	Sou	thern re	oad, and	furnishes
13	36 Southern railroad	68	2,776,297	24,064	7,907		••••	. mean	s for its	own	extensi	on.	
		Length		1843.			344.	Div.					
	CANALS.	miles.	Cost.	Gross.			Nest	per cent.	of stock.			REMARK	s.
1	Blackstone					1	1						
	D 11 D 1 N 1						1			1			1
1	Bald Eagle Navigation									1			
	Beaver and Sandy, (part)		400,000								Ta	- ;	
	Beaver and Sandy, (part)		1,000,000				1::			W	Ve may,	perhaps,	at some fu
	Beaver and Sandy, (part)	184	1,000,000 12,370,470 300,000	47,637						time	be cnab	led to giv	e the par
	Beaver and Sandy, (part)	184	1,000,000 12,370,470 300,000	47,637						time lars	be cnab	oled to giv	the parts. The C
	Beaver and Sandy, (part)	184 12 13	1,000,000 12,370,470 300,000	47,637						time lars apea	be cnab of all th ke and plete to t	oled to give esc canals Ohio car the coal m	the parts. The C nal is not nines, hence
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221				33	time lars apca comp triffi	be cnab of all th ke and plete to t ng incom	csc canals Ohio car the coal m	te the parts. The Chal is not nines, hence Morris
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington. James river and Kenhawa.	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221				33	time lars apea comp triffin	be cnab of all th ke and plete to t ng incom lately.se	oled to give can also can be coal more. The coal model for one	te the parts. The Conal is not nines, hence Morris e million,
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221				33	time lars apea comp triffin been fourt	be cnab of all the ke and plete to t ng income lately so h of it	oled to give canals. Ohio can the coal mme. Thought for one so original	te the parts. The Conal is not not not million, to cost.
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex. Port Deposit.	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221				33	time lars apea comp triffin been fourt Schu	be cnab of all the ke and plete to the ing incom- lately so h of it mylkill c	oled to give canals. Ohio can the coal me. The old for ones original canal stores.	the parts. The Conal is not
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000	47,637 279,795 10 99,623 5	2,221				33	time lars apea comp trifficen fourt Schu from	be cnab of all the ke and plete to to income lately so h of it nylkill co 150 to 5	oled to give esc canals. Ohio car the coal me. The old for ones original stores. The	the parts. The Conal is not hines, hence Morris million, l cost. ck has fa profits are
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapcake and Ohio. Conestota. Delaware and Chesapcake Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000	47,637 279,795 10: 99,623 5:	3,327				33	time lars apea comp trifficen fourt Schu from	be cnab of all the ke and plete to to income lately so h of it nylkill co 150 to 5	oled to give canals. Ohio can the coal me. The old for ones original canal stores.	the parts. The Conal is not hines, hence Morris million, l cost. ck has fa profits are
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water	184 12 13 108 108	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,900,000	47,637 279,795 10 99,623 53	3,327				33	time lars apea comp triffin been fourt Schu from plied	be cnab of all the ke and plete to to income lately so h of it nylkill co 150 to 5	oled to give esc canals. Ohio car the coal me. The old for ones original stores. The	the parts. The Conal is not hines, hence Morris million, l cost. ck has fa profits are
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris	184 12 13 108 108	1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000	47,637 279,795 10 99,623 53	3,327				33	time lars apea comp triffin been fourt Schu from plied	be cnab of all the ke and plete to to income lately so h of it nylkill co 150 to 5	oled to give esc canals. Ohio car the coal me. The old for ones original stores. The	the parts. The Conal is not hines, hence Morris million, l cost. ck has fa profits are
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapcake and Ohio. Conestota. Delaware and Chesapcake Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union	184 12 13 108 108	1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000 2,900,000 2,900,000	47,637 279,795 10 99,623 53	3,327				33	time lars apea comp triffin been fourt Schu from plied	be cnab of all the ke and plete to to income lately so h of it nylkill co 150 to 5	oled to give esc canals. Ohio car the coal me. The old for ones original stores. The	the parts. The Conal is not hines, hence Morris million, I cost. ck has faprofits are
~	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,0005 200,000 2,900,000 300,000 2,900,000 1,000,000	47,637 279,795 10 99,623 5	3,327	ks.	Width	of cana	28	time lars apea comp triffin been fourt Schu from plied	be enabled to fall the ke and plete to the fall the series of the series	oled to give esc canals. Ohio car the coal mme. The old for one sorigina stoods of the coal mme off del	the parts. The Conal is not hines, hence Morris million, I cost. ck has faprofits are
~	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris Dismal Swamp.  CANADIAN CANALS.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000 2,900,000 2,900,000	47,637 279,795 10 99,623 55	2,221		Width		28	time lars apea comp triffin been fourt Schu from plied	be enable of all the ke and oblete to the incommendately so he of its object. The paying	oled to give exe canals Ohio can the coal mme. The old for one so origina anal stoo 50. The ng off det	re the parts. The Control of the Con
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal	184 12 13 108 10 43 45 80 101	1,000,000 12,370,470 300,000 3,500,0005 200,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Locka, in fee	47,637 279,795 10 99,623 5	2,221	ks. Depth on mitre sill. feet.	Width Botton feet.	of cana  Surface  feet.	28 Le. Estim 3,948	time lars apea comp triffin heen fourt Schu from plied	be enable of all the ke and oblete to the incommendately set to paying the commendately set to paying the paying the paying the paying the paying the commendate the commendate the paying	oled to give ee canals Ohio can the coal m me. Th old for ones s origina anal stoo 50. The ng off det	re the parts. The Condines, hence Morrise million, I cost. ck has fa profits are ots.
1air	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark Tide Water. Union Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. In trunk from Port Colborne to Port Dalhour	184 12 13 108 10 43 45 80 101	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Locka, in fee	47,637 279,795 10: 99,623 5: Length of chamber	2,221 3,327 Size of loc ( Width. feet. 26 1-2	ks. Depth on mitre sill.  feet. 8 1-2	Width Botton feet. 45	of cana Surface feet. 81	28	time lars apea comp triffin heen fourt Schu from plied	be enable of all the ke and oblete to the incommendately so he of its object. The paying	oled to give ee canals Ohio car the coal m me. Th old for ones s origina anal sto of of del we he of del we he since Se	the parts. The Contines, hence Morrise million, I cost. ck has fa profits are ots.
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		Le ngt		ERICA	M ICA 1	Div.		44.	Div.	Value	1
	RAILROADS.	in	Cost.	Inc	ome.	per	Inco	ome.	per	of stock.	REMARKS.
. [	Idnel'd, in "Bost, & Me." & "Eastern."	miles		Gross.	Nett.	cent.	Gross.	A Neir	cent.	SIOCK.	We have no natural formals Man
	2 Concord	• • • • •				••••			13	129	We have no returns from the Ma or New Hampshire roads.
ĺ	3 Boston and Maine	109	1,381,050	178 745	68 499	6					The annual reports of the Massac
	4 Boston and Lowell	28	1,863,740	277 315	144,000	8				120	setts roads will soon be out. The
l	5 Boston and Providence	41	1,900,000						1		crease for '44 is very great; the rece
l	6 Boston and Worcester	48	2,885,200	404.141	162,000	6				120	of the Western road being about \$8
	7 Berkshire	21	250,000		17,50	7					000.
	8 Charlestown branch		. 250,000			13			1		
I	9 Eastern	105	2,388,631	279,563	140,595	6				112	
1	O Fitchburg		. 322,538							109	
1	11 Hartford and Springfield	25 1									1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1	2 Nashua and Lowell	14 1.		81,079						120	
	13 New Bedford and Taunton	20	428,543	50,671	24,000	6					<u> </u>
	14 Norwich and Worcester	59	2,166,566	102,330	24,871			•••••	3	67	
	15 Taunton branch	11 3	200,000		20,000	0		1		118	
	16 West Stockbridge	150	8,319,520	572 000	204 432				1	00	
	18 Worcester branch.		5.500	010,002	201,100	1					
	19 Hartford and New Haven	38	0,000							92	V
	20 Housatonic	74	1,244,123				150 000				
1	21 Stonington, (year ending 1st Sept.)	48	2,600,000	113 880			154 794	79.845		40	11.
1	2 Attica and Buffalo.	31 1-	2,600,000 2 268,275	45 896	7.522		101,,01	10,010			,
	3 Auburn and Rochester	78	1,727,361	189 693	112,000					110	lthaca and Oswego and Catskill
	Auburn and Syracuse.	26	743,931	86,291	27.334						Canajoharie roads were sold by the st
0.4	5 Buffalo and Niagara										The former does little, the latter noth
2	26 Eric, (416 miles, )		5,000,000							28	
1	7 Erie, opened	53	1		48,000						t bre
1	8 Harlem	26	2,200,000							65	- " "
	9 Hudson and Berkshire.,										
	O Long Island	95	1,500,000							77	
	Mohawk	163.	1,030,949	69,948	58,780					59	
	2 Tonnawanda	43	600,000	76 227							
	3 Troy and Greenbush	16	180,000		2. 222						Part of the New York and Alban
è	Troy and Saratoga	25	475,865	44,325	21,000						
3	5 Troy and Schenectady	20 1-	2 633,520	28,043							
6	6 Schenectady and Saratoga	22	300,000 2,124,013 1,080,219	42,242	3,000	1					
6	7 Utica and Schenectady	78	2,124,013	277,164	180,000	9		• • • • • •		131	
	SUtica and Syracuse	53	1,080,219	163,701	72,000					119	- 1
	9 Camden and Amboy	92	3,200,000	682,832	383,880						
	0 Elizabethtown and Somerville	26	500,000					• • • • • •	• • • •	• • • • • •	
	Morris and Essex		3 000 000					• • • • • •			
	2 New Jersey	34 16	2,000,000					• • • • • •		93 80	
	4 Beaver Meadow.	26	1 000,000	•••••				• • • • • •	• • • •		
I	5 Cumberland valley	46	1,000,000 1,250,000					• • • • • • •	• • • •	• • • • • •	
14	6 Franklin	10 1-	,,200,000							•••••	
4	7 Harrisburg and Lancaster	36	860,000		•••••						
4	Hazleton branch	10	120,000								The costs of those roads marke
4	9 Little Schuylkill.	29	1 900,000								were taken from de Gerstner's re
5	O Lykens valley	16 1-	)						1		published in the Journal in 1840.
5	1 Mauch Chunk	9	100.000							1	passioned in the souther in 1010.
5	2 Minehill and Schuylkill Haven	18	1 315.000			12 1					
5	3 Norristown	20	1 800,000								
5	4 Philadelphia and Trenton	30	1 400,000								
	5 Pottsville and Danville	29 1-	2[1,500,000]								
10	6 Reading	94	9,000,000					,		22	1.
1	7 Schuylkill valley	10	1,000,000								
1	8 Williamsport and Elmira.	25	400,000	20,000							
10	9 Philadelphia and Baltimore	93	4,400,000							22	. ,
1	0 Frenchtown	16	600,000	FBF (20)	000 400		250 400	246.616		******	
6	2 Baltimore and Susquehanna.		7,623,600	575,235	219,402		058,620	346,946		50	- 0
1	Baltimore and Washington	58 38	3,000,000		P1 CO1		310 :30	104 500		5	
k	Greensville and Roanoke	17 1-	960,000	177,227	71,691		212,129	104,529		84	
١ŧ	5 Petersburg and Roanoke *	60	766,000							• • • • • •	
1	6 Portsmouth and Roanoke*	78 1-		• • • • • • •				• • • • • •			
1	Richmond and Fredericksburg		2 1,200,000					*****		•••••	• 4
6	8 Richmond and Petersburg*	22 1.						••••			
1	9 Winchester and Potomac *	32									
ľ	O Raleigh and Gaston	-	2 1,360,000								
1	Wilmington and Raleigh	161	1,800,000								
	2 Charleston and Hamburg	136	2,400,000						8		
1	3 Louisville and Cincinnati*	66	800,000								
	4 Central	190	2,581,723	227.532	93.190						
	75 Georgia	147 1	2 2,650,000	248,026	158,207		248.096	147.523			
	6 Tuscumbia.	46									
	77 Lexington and Ohio	40	500,000								
	78 Little Miami	40	450,000	)		1					
ľ	79 Mad river	40	400,000	)							
K	Monroeville and Sandusky										
4	Detroit and Pontiac.	25									
F	Serie and Kalamazoo										1
		56	152.000	N			1		1		Purchased from the state.
- 1	3 Madison and Indianapolis	15		)l							

	Moi	aday.	Twe	day.	Wed	nesd.	Thu	rsday.	Fri	day.	Satu	rday
NAME OF COMPANY.	Sh'rs.		Sh'rs.	Price.	PR.18"	Price.	Sh'rs.	Price.	Sh'18.	Price.	Sh 'rs.	Price
Boston.	or	67	13	67	5	68			10	66 3-4	25	65
Norwich and Worcester.	25	7.0	13			95 1-4			10			00
" bonds.			9		3,000	30 1-4		0414	45	05	50	941
Western	15	93		93 1-2		****	20	941-4	45		50	941
Long Island				100				100	50	741-4		100 1
dastern	5	110		108	30	108	60	106	1 10	103 1-2		103 1
Portland and Saco										••••		
Danten and Workertor	1	1				1193-4				119 1-2		
owell	1	110 34	1	117		1163-4		1163-4				
Conding	1					221-8	25	21 1-4				
Destant and Maine			1 4	IUS	7	109				110	10	110
Pitchhurg												
concord												
Faunton branch						****						
Nashna and Lowell												
Hudson and Delaware									1			
Boston and Providence		1081-4	. 3	108 1-2			1. 13	108				
New-York.	90	29,1-4	100	28	50	28 1-2	100	29	485	28	650	271
Tarlem	200	65 1-4			50			65	100	64	250	
ong Island	1,325	75				74 1-2	955	74 1-2	1,000	731-2	1,700	
tonington	150	39 3-4	325	39 1-2			850	383-4	500	38	860	37 1
aterson					100					1		
Auburn and Rochester		•		107 1-2					20	109	10	110
Housatonic				1							150	
							1		20	94 1-2		
New Jersey	125	60	160		725	60 1-2	330		225		150	60 1
Mohawk			50				550		200	01	130	
Reading		29 1-4			550				275	28	200	26
Morris canal		23 1-1	010	23	350	201-2	130	20	213	20	200	20.
Lehigh 6's		673-4	275	661-2	375	C716	205	6710	PIPE	65 3-4	0.010	GAS
Norwich and Worcester.	. 950	013-	210	00 1-2	3/3	671-2	9 300	671-2	775	00 3-4	2,010	04.
: Philad olphia.	345	99	1						1			
Camden and Amboy		4				1			50	21 3-4	50	21
Reading.			3,000	65	1		1	• • • • •	1		30	2
Reading bonds, 6's		0116	296		25	21 1-9	TE	0.10		1	100	21
Wilmington												
Wilmington bonds, 6's			1,400				2,500		100	1		1 (
Lehigh mortgage	. 278		2				259					
Chesapeake and Del. 6's.							3,500					1 1
Schuylkill Nav					1 47	32 1-2	62	33 1-4	- 4	32		1
Lehigh Nav			35	31					1			
Baltimore.		- 6					1 00	400 4		1 40 4 6	100	40
Baltimore and Ohio							20	1 -1 -	- 45		100	48
Baltimore and Ohio bond				• • • • •						• • • • •		
Baltimore & Washington	1											
Baltimore & Susquehanne											1	
Philadelphia & Baltimore			1		1		1		1			

Jersey Railroad and Transportation Company on our last page. A similar advertisement for each of the principal railroads would afford to the traveller in our widely extended country, information which is at present beyond his reach, even had he access cy's statement of the finances is very indifto all the papers in the United States.

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### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, January 16, 1845.

NEW YORK.

We have given in the first part of this number Governor Wright's remarks on the finances of New York, which he very pro-

We call the attention of Directors legislation," as to take precedence of all other to the Tabular Advertisement of the New matters. The governor ranks far above all public men in this State, and his views distinctly point out the course of legislation which will be pursued for some time to come

We must however say that his excellen ferently drawn up-clearness and condensation being sacrificed to what the "reviewers' call "American prolixity." The enlarge ment of the Erie canal, and the completion of the lateral canals are, we are happy to say, postponed to some very indefinite period. The State tax appears to be viewed in a very favorable light, which we are sorry to see, as we consider it every way objectionable. Five years since, when raising our humble voice against the large expenditures of that period, we observed,

"Has the government of New York the right to tax her citizens in order that the property of the inhabitants of other States or board more cheaply than at present rates? Not only is the New York farmer to be taxed but the amount so levied is to be expended in

thus enabling the inhabitants of that region to undersell him in his own market."

NEW YORK AND ERIE RAILBOAD.

In our remarks on this work in our last, and also in our number for December, we have taken it for granted that the management of the road is substantially in the hands of those who controlled it for many years previous to 1844. We have been informed on good authority that the present directors do not consider themselves in any way identified with the management of the road hitherto, but that all opinion of their capacity and judgment must be formed from their own acts and statements. Our object was to show, that the work must be conducted on entirely different principles, and the above information, together with the plan of putting successive and continuous portions of the work into operation, proposed in the late address, would seem to denote that the difference in our views was fast vanishing. In our future remarks, we shall gladly assume that the New York and Erie railroad is in the hands of a board identified with, and pledged to nothing but an earnest, energetic and well matured effort to render the construction of this work certain within a reasonable time.

We are indebted to the Hon. Wm. Wright, M. C., from Newark, N. J., for Prof. Johnson's elaborate report on American canals.

Also, to Win. B. Foster, Esq., canal commissioner, of Pennsylvania, for a copy of the report of the commissioners, dated 30th Dec., 1844, copious extracts from which will appear in our next.

In our last number, the credits which we had carefully given to Herapath, for the article on "Railway accidents," to the the New York Journal of Commerce, for the remarks on "way business," and to the Miner's Journal, for several items, were all omitted by the

We have deferred the Governor's message in order to lay before our readers the clear and condensed statement of the present condition and prospects of the New York and Erie railroad. The extracts from the message of Governor Wright will appear in our next

Hunt's Merchants' Magazine. We are glad to find in this influential and widely circulating Magazine, articles on such subjects as the "penny postage," the "coal trade of provinces may be carried to and from the sea- Pennsylvania," and the "repeal of the duty on railroad iron;" the two last from the pen of Mr. Bloomfield. These subjects will thus reducing the value of his property by adding be brought to the notice of a numerous and perly characterizes as "so intimately con- at his cost, great artificial to the already su- influential class through their favorite perionected with the great and leading subjects of perior natural advantages of the west, and dical, and good must inevitably result.

MONTREAL RAILROAD.

extracts from the very able memorial of the are very far from undervaluing that city. Portland committee to the legislature, praying ocean and the river St. Lawrence, and icad-ing from Portland in the general direction of of navigation from the sea, on the outlet of forward, we regarded it mainly as a compet-rounded, she has a ready and safe water coming line with the routes from Boston, and munication by means of a magnificent canal. supposing that the capital must be furnished mainly by that city, we were naturally not and dangerous, even in the summer months; very sanguine as to any practical result from but for more than six months of the year, it at present. They say that the business of the from the ice. Hence it is apparent, that a country will yield a large revenue; and as more ready and direct and shorter channel of this is always safe and sure, the entire project from obstruction at all seasons of the year, of Boston, and consequently rely on other ada, and to the mother country itself, both in sources for the means. But the spirit of pri- a commercial and a political point of view. vate enterprize is awakened, and it is on this that we rely for ultimate success in the Mon-interests of Montreal and the Canadas. The treal railroad, as in all other undertakings of enterprizing and sagacious merchants of N. real importance. The memorialists say:

all the deviations from a straight line, in the themselves, as far as practicable, the natural from the Atlantic at Portland, to the St. Lawrence, at Montreal, is less than two hundred with her afterwards the balance of the trade, and fifty miles, less than a single day's journey by railroad. Your memorialists also a direct intercourse with her. To defend herlearn from the most satisfactory sources, that self against this draining and exhausting prothe distance from Montreal to Boston, by rail-cess, the most natural and the most effectual road through Portland, would be nearer by measure would seem to be a railroad connect-some twenty or thirty miles, than the distance ing in the shortest, most eligible route, the St. from Montreal to Boston by any other practicable railroad route. But the route through Portland does not fall within the scope of the sion to the relative merits of rival routes. policy of Boston. Her purposes and views can only be subserved by a different route, a route through Fitchburg, through Concord, The seaport and harbor of Portinconsistent with her. purposes and policy; for even Massachusetts might be in danger in due time, of losing her predominance in Lawrence at Portland and Montreal, and Maine becomes at once the grand thoroughand in perfect harmony. In addition to these in the annuls of steam on land or water. mutual and reciprocal advantages, each within its own limits would enjoy advantages peculiarly its own; and Maine especially would this agreeable picture—to which we briefly railroad to secure some share of "the loan" reap benefits from it, that the most sanguine alluded in our last: the uncompromising hos- or the work will be long, very long deof her statesmen can scarcely estimate.

But it is the end which crowns the work, most solemn promises may be made, bills in-

The favorable position of Montreal for a It would even seem necessary to the protection of the special as well as the commercial York and Boston, are contriving and prepar-It appears from Mr. Hall's report that with ing to divert from Montreal and draw off to which may still flow to Montreal by having measure would seem to be a railroad connect-Lawrence and the Atlantic.

The committee very wisely avoid all allu-They have ascertained that there exists a though several routes from the province line route of unexceptionable character, and inor in any other direction than that through deed far more favorable than the most sanguine had ventured to anticipate. The total land afford attractions and facilities that are distance will be less than 250 miles: so that Montreal passengers will easily pass from their own city to an Atlantic sea port, open New England, from the rising fortunes and throughout the year, by daylight in summer. importance of Maine. Let a railroad be and without fatigue, or intruding on the hours constructed, connecting the Atlantic and St. of rest at all seasons ! The wonders which steam has accomplished in this country have fare of the Canadas. In this great enterprize ceased to astonish us; but such a change as the interests of Maine on the one part, and of this would be to Montreal and the eastern Canada on the other, are mutual, reciprocal townships of Canada, would exceed anything

tility of the board of works of Canada. The layed.

We have, in another column, given some and that end is Montreal. The committee troduced and almost passed, and every appearance of friendship kept up to the end of the session: but then the mask will be thrown for "a charter for the establishment and congreat commercial city is too apparent to need aside. Our eastern friends cannot too fully struction of a railroad connecting the Atlantic illustration. That city has become the seat discuss this point with their countrymen in ocean and the river St. Lawrence, and lead- of government of Canada, and is the metro- the eastern townships of Canada. One of the wealthiest American gentlemen of Mon-Sherbrooke and Montreal to the boundary of the lakes of the west, with which and the rich treal, well known for the interest he takes in Maine." When this project was first brought extensive country by which they are sur-railroads, could (we are informed on good authority) give them some light on this subject. In the mean time we forward to Portland, along with this number, copies of the Journal, from which some idea may be formed of the individual filling the most important the movement. But the case is very different becomes impossible by reason of obstruction office in the province, not excepting the governor himself, if we regard the lasting effects of their respective measures on the welfare of the Canadas. But we were exceeded by assumes a very different appearance. Again, must be desirable; and that, too, not only to the "Montreal Herald," which, in quoting they appear to be quite aware of the hostility Montreal, but to the whole province of Can- entire our "pungent" article on the Beauharnois canal, boldly states that the chairman of their board of works is most decidedly not an engineer of standing. And this taunting assertion, stripping him at once of all most dear to the professional man and the gentleman, he has been obliged to stomach as best he might -at least we have seen no answer to show general direction of the route of which he speaks, in order to keep on favorable ground, or to avoid obstacles, or to meet the public convenience, the whole length of the route of canals and railroads already built or now the government, published in Montreal, and that the charge of imposture was unfounded, building, or in contemplation; and to divide the most influential paper in the country. We repeat, there is no time to lose; it is the last opportunity the eastern townships have of receiving any share of the large sum of seven millions of dollars, so lately bestowed on the province by the British government: nominally a loan, but, no doubt, ultimately, a gift.

> In conclusion we would observe, that to Montreal are referred to in the memorial, but one from the line to Montreal is mentioned; that via Sherbrooke. It may be that this is the best or the only route; but we were under the impression that an union with the Champlain and St. Lawrence railway might be effected, whence would result some diminution of cost and a great accession of influence in Montreal, the stock of that small but flourishing work being mainly held by gentlemen of great wealth and considera-

· It is, however, too soon to consider rival routes—every nerve should be strained by the We are sorry to show the dark side of Canadian friends of the Portland and Montreal

attempt to induce private enterprize to come completed by each. No alteration to be made the market is counteracted through the instruattempt to induce private enterprize to come in the charter for fifteen years from the commentality of the railroad. Nor do the advanto the aid of those States which, forgetting pletion of the road to Indianapolis—the State tages resulting to him stop here. The same to have the privilege of purchasing the intermediate which enable him to sell at advanced passed by, as unworthy, those subjects in rest of the company in twenty years. All prices, also enable him to obtain his supplies which the people have a general interest, and matters of difference between the State and at a cheaper rate. So sensible are the intelhave sacrificed their energies, means, credit company to be settled by the courts—the act ligent farmers of Massachusetts and Vermont and character in the construction of canals to take effect as soon as accepted by the comand railroads—even common roads receiving of State. little attention. They now discover that the energy, means and enterprize of the people these amendments, means can be obtained to their towns. In New Hampshire, also, this are fully adequate to any really important complete the road to Indianapolis. Indeed, are fully adequate to any really important complete the road to Indianapolis. Indeed, work—that these energies have been repressed as will be perceived, they make said comple- here are giving evidence that they, too, unby the reckless competition of the State governments, but that competition having deadvantages asked, for the term of eight years not confined to the agricultural interest. The
stroyed the power of the latter to continue the from the State, which are the only amendseaboard and towns on navigable waters have struggle, they-the State governments-have ments of a pecuniary nature provided for, are by means of sea ports, the shipping interest, no resource lest but to give up all to their ri- insignificant, when contrasted with the gene- and steamboat navigation, a substitute for railral advantages to the State of the completion roads. Hence on the seaboard, railroads may of the road; particularly in a revenue point of view, for all will acknowledge, that the inconvenience. But the steamboat of the inconvenience. out their public works, and use the powers of government to other purposes than coming "into conflict with the legitimate pursuits of individual or private enterprize." (Rep. Mich. Leg. House, No. 3, 1844.) It is to be hoped that, during the coming year, we may be able to announce that the flourishing State of Michigan has forever retired from the hoped that, which government to other purposes than coming will be greatly entire to the property of some fifteen or twenty counties will be greatly entire to the interior gives value to that which before was an incumbrance, or useless to its owner. It stimulates industry by insuring its reward. It renders accessible remote interior water privileges; and builds up villages, where benefits of a completion to Indianapolis were otherwise there would be a desert. It brings the claims of this work wise would forever have lain hidden, or dors the business of forwarding and that applies on the legislature; but some twenty counties mant. In no one branch of modern improve-New York-she will graciously permit the industry of man have placed within his reach, "if not inconsistent with the purity of our republican institutions"of course.

The bill to amend the law granting this road to the present company, which was reported from the committee on canals and internal improvements, and passed to a second reading, on Thursday last, provides that the peculiarly advantageous to all in their vicinion the credit of said company, to aid them in rying on the operations of said company, at able report of the Portland committee on the

tion to Indianapolis, in three years, a part of derstand their own interest.

THE FARMERS AND THE RAILROADS.

furnish business to the Erie canal, and not the Erie canal as destined merely to accommodate the people. We regard railways as said company shall be authorized and em-ty, and particularly so to the farmer. It was powered, from time to time, to borrow money our intention to enlarge on this topic, but we prefer giving the following extract from the

The company may, at any time, open books ductions, and enable him to get them to that of that city, and assumes a greater degree of year, shall be the only amount required of siderable, farmers of moderate and limited through that State to some suitable point on the said company to be so annually paid, for means must always remain so. They have the Ohio river not lower than Parkersburg. and during the term of eight years from and no encouragement to attempt to do more than If Virginia positively refuses this grant, the the 1st day of July next, then the portion of modern discoveries and improvements; and seventy three miles from Brownsville, the the said nett receipts to be paid the State shall though his farm be a hundred miles distant, head of steamboat navigation; and the ex-

MADISON AND INDIANAPOLIS RAILROAD. | eight years, the company and state to have itself. His farm more than doubles in value; This is one of the first, if not the very first equal interest according to the length of road for the depressing effect of its remoteness from

But the beneficial influence of railroads is the business of forwarding and that—unlike on the legislature; but some twenty counties mant. In no one branch of modern improvealong the line of the road and around India-ment have the calculations of theory been so napolis are directly interested, and the whole variant from the results of actual experience, farmer to avail himself of those communica- State indirectly in the enhancement of the as in that of railroads. It was supposed, that tions which the bounty of Providence or the general revenue as before stated .- Ind. Sent. the advantages would be confined almost exclusively to the commercial, the travelling, and the non-productive classes of the com-In our last we observed that public men munity; and, that the farmers and mechanics, had long considered the people as made to the laboring and producing classes would de-furnish business to the Erie canal, and not rive very little benefit from them. Experience, however, has proved that the very reverse is the truth. It is the railroad that places all on a level, that revives and stimulates industry, that furnishes facilities and encouragement to labor and production, and distributes and equalizes, within the sphere of its influence, their advantages and profits.

We find the following paragraph in the a rate of interest authorized by the laws of the State where such loan may be negociated.

Montreal railroad to any remarks of our own.

Pittsbugh Gazette, of Monday. The subject the State where such loan may be negociated.

Give the farmer a good market for his prois, indeed, one of deep interest to the people for the subscription and transfer of stock, in market at a trifling expense, and he asks for importance from the fact that the legislature any city in the United States. The payment no bounties or favors. Where there are no of Virginia, strange as it may appear, conto the State of the portion of the nett receipts other facilities for getting to market, but the tinues to hesitate in granting to the Baltimore of the road as required by law for the present common roads, and the distance there is conafter the passage of the act; provided, that if live from year to year; for the expense of railroad company, responding to the wishes the said company shall fail to complete the getting to market any surplus they could raise, said road to Edinburg within one year, and would, perhaps, more than absorb the whole. for granted, look to the Pennsylvania route thence to Indianpolis within three years from But give to the farmers the facilities offered by be ascertained and paid as if the act had not he can realize, in many cases, within the tension of the railroad to the latter point is become a law.

After the expiration of the said term of that could be obtained by him at the market without serious difficulty. How important,

therefore, is it to the people of Pittsburg that this sum comprising the revenues of the General the railroad company should have offered to it a field of operation free from all legislative whole of the State tax, while restrictions or other artifical difficulties:

Baltimore and Ohio Railroad.—At a meeting of the board of trade, held on Friday evening, a resolution was passed directing the president of the board to memorialise the legislature of this State on the subject of removing the onerous restrictions formerly imposed upon the Baltimore and Ohio railroad company, in bringing the road through this State.

This is an important matter to Pittsburg, as if these restrictions are not removed, the company will seek a more southern termina- Thus leaving of these revenues tion through Virginia, to Parkersburg. hope our members in the legislature will properly press this matter. - Balt. American.

### NEW-YORK.

The Governor of New-York commences at once with the finances of the State:

The great and leading subjects of legislation are so intimately connected with the state of our finances, as to render it proper to examine first the financial condition of the State.

A general view of the current annual revenues of the State, taken together, according to sury on account of the general fund, from all nually consumed in the payment of interest the receipts of the fiscal year, ending on the 30th sources, are less by \$208,701 98, than the sums alone, upon this increasing debt. Such an exday of September last, is as follows;

The total amount of receipts on account of the General Fund, including the whole of the State tax of one mill on the dollar, and deducting the sum received for temporary loans, 1,073,349 01 was

2,350,615 94

133,826 51

18,490 34

237,304 25

\$3,813,586 05

The entire revenues of the Canal Fund, including all the receipts for tolls, water rents and interest, for all the canals, were The revenues of the School Fund proper, were

The revenues of the Literature Fund were

The revenues of the U. S. Deposite Fund, after deducting \$106,412 55, transferred from revenue to capital, were

Making a total of Deduct from that aggregate the revenues of the School Fund proper, constitutionally pledged to the support of common schools \$133,826 51

The revenues of the Literature Fund appropriated by law in aid of Academies,

The revenues of the U. S. Deposite Fund, appropriated by law to Common Schools, Academies, Colleges, and other purposes of edu-

cation, and the New York Eye Infirmary, 237,304 25

389,621 10

18,490 34

And there will remain, This balance comprises the revenues of the General Fund and of the Canal Fund, embracing all the revenues from all the canals, as well statement, is wholly inadequate to meet the anas fro.n the Canal Fund proper. The part of nual demands upon it.

Fund, as will be seen, is

by the first section of the "Act to provide for paying the debt and preserving the credit of the State," passed 29th March, 1842, one half of it, after the year 1842, is to be paid to the Commissioners of the Canal Fund for the use of the canals; and there was so paid, in pursuance of this provision, during the last fiscal year, the

applicable to calls upon the General Fund, the sum of

The payments made from the Treasury, chargeable to this fund, during the last fiscal year, excluding the payments on account of temporary loans, and also the payment to the Canal Fund of half of the mill tax, as before stated, were

795,051 45

1,003,753 43

Thus showing that the receipts into the Treacharged upon the same fund, and paid from the Treasury, for the last fiscal year.

There was an apparent balance in the Treasury at the close of the fiscal year, of \$99,737 26, which so far as it is available, would diminish the deficit before stated in the receipts of the General Fund. This balance, however, included the sum of \$84,358 15, paid to this State out of the proceeds of the sales of the public lands of the United States under a law of Congress, and placed in the Treasury by the Governor, to whom the payment was made; but which has never been brought into the accounts of the General Fund, or any other of the funds of the State, because the Legislature has directed no disposition and authorized no application of the money. It has remained in bank by a special contract with the Tressurer, at a stipulated interest. If this sum be deducted from the above balance in the Treasury, there will remain only \$15,379 11, as the real available balance, applicable to demands against the General Fund. If this sum be deducted from cluded. \$208,701 98 cents, the deficit in the revenues of the General Fund as before stated, it still leaves

tember in every year, from the canal revenues, the sum of \$200,000. Only one half of this sum has been paid for the use of the General Fund for the last year, the other half having been withheld to make up losses in the fund pledged for the payment of the Erie and Cham-plain Canal debt, occasioned by the insolvency of certain banks which had loans from the Canal Fund. Hereafter, the whole sum of \$200,-000 will be annually paid from the surplus revenues of the Canal Fund for the use of the General Fund. But, with the whole of this ap-\$3,423,864 95 propriation, one half of the state tax, and all its

A further and most important consideration \$1,073,259 01 connected with this fund, is the heavy debt charged upon it. This debt is \$5,634,507 68. This is the amount of the positive, unconditional debt charged upon the fund, the annual interest upon which is \$310,499 69, and comprises one of the heaviest items of permanent charge upon its revenues. The debt has been increased by the sum of \$211,092 35, within the last fiscal year; thus showing that the revenues of the fund, with but half of the mill tax, so far from presenting a surplus beyond the annual expenses chargeable upon the fund, are, in fact, deficient, and that the debt continues to augment. More than three-fifths of this debt was contracted by loans 278,197 56 of the credit of the State to railroad incorporations, which have wholly failed, and thrown the amount upon the General Fund. Without the debt, the present revenues of the fund would be ample to meet the charges npon it, and would authorize the Legislature moderately to increase those charges, when the public interest should be found to require it; but with it, and its constantly accruing interest, the charges upon the fund must be diminished, or its revenues increased, to prevent a constant annual augmentation of the debt.

True economy, as well as sound policy, requires the arrest of this process. A portion of \$208,701 98 the revenues of this fund, more than equal to all the aid it derives from the mill tax, is now annually consumed in the payment of interest penditure, while it makes taxation perpetual, works no public benefit. The money passes from the pockets of the citizens, through the hands of the tax collector, to the pocket of the public creditor, with the loss to the former of he expenses of collection, only that the process may be repeated with the same loss, as regularly as time shall bring around the seasons; and still the demand is undiminished, the weight of the load unnitigated. To reverse this action is the only remedy for the evil. The revenues should be brought to meet the annual expenditures, and leave a balance to wear upon the debt, and then each payment of the tax will bring with it hope and encouragement. The third subdivision of section 2, of the act imposing this tax, looks to its discontinuance after the present year, through an ability in the revenues of the fund to meet and extinguish the debt, without its further aid; but that expectation cannot be realised, while the deht is increasing

There is also a contingent debt hanging over this fund, amounting to \$1,920,000. This is for loans of the credit of the State to canal and by the 5th section of the "act to regulate the accounts between certain funds belonging to this State," passed 25th May, 1841, the Commissioners of the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury, on or before the 30th day of San the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of the Canal Fund are directed to pay to the Treasury of t reason for strengthening the condition of the General Fund, and taking prompt measures for the gradual extinguishment of its present increasing debt.

> After deducting the revenues of the School, Literature, and United States Deposite Fund, from the aggregate amount of the revenues of the five funds, the balance remaining was \$3,423,864 95

Those of the General Fund having been examined, may now be separated. They are 1,073,249 01

And the revenues of the Canal Fund will remain \$2,350,615 94 The expenses charged upon and paid out of the revenues of

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this fund during the fiscal year

1,777,970 59

Leaving a surplus, over and above the expenses chargeable upon the canals and the Canal Fund, for the fiscal year, of

572,645 35

Included in these expenses, are the \$100,000 paid to the Treasurer for the use of the General Fund, and \$100,000 paid on account of losses of the Fund pledged for the payment of the canal debt, and \$1,031,123 16, for interest upon that debt, making together the sum of \$1,231,-123 16, and leaving \$546,664 86, as the expenses of the canals, including the sums refunded on tolls, and for rents of surplus water from the Oswego canal. The above charge for interest does not include the interest upon the bal ance uppaid of the old Erie and Champlain Canal debt, that being met by the interest upon the funds set apart and invested for the payment thereof.

By the twelfth section of the act of 1842, " the surplus canal revenue, after paying all just canal current expenses, and the interest on the canal debt, and the payment aforesaid to the General Fund, shall, to an amount at least equal to one third of the interest of the canal debt remaining unpaid, be sacredly devoted and applied as a sinking fund to the redemption of the capal debt now existing and authorized by this act, and shall not be diverted from that object to any

other purpose whatsoever."

Such is the language of this law, and such the express pledge it contains, touching the surplus of the canal revenues of the last fiscal year. If the amount of annual interest on the canal debt, as it existed at the close of the fiscal year, \$1,126,397 90, be the correct amount from which to measure the extent of the pledge, and if it be construed with technical strictness to extend no farther than the one third of that interest, then the portion of this surplus to pass to the Sinking Fund is \$375,465 96, leaving a surplus for the last fiscal year, beyond the amount pledged to the Sinking Fund, of \$197,-

By a statement of the canal debt, furnished by the Canal Department, it appears that the whole amount unpaid on the 30th day of September last was \$20,713,905 58. This includes the old Erie and Champlain Canal debt of \$1,380,250 35, for the payment of which, funds have been already set apart, believed to be more than sufficient to cancel it. The portion of the funds set apart, considered available, amounts to \$1,496,306 45, being \$116.056 10 beyond the principal of the debt to be paid, and probably more than sufficient to meet the principal and interest. I am informed by the Commissioners of the Canal Fund, that the holders of the old stock have been personally notified that the money is ready for redemption of the principal, and that payment will be made on the day it falls due. It is the intention of the Commissioners to place the funds in the bank, where the stock is transferable, and where the interest is on that day.

contributions required to be made to it, so far as the canal revenues have furnished the means, although it is believed that the surplus for the years 1842 and 1843 did not equal the one-third of the accruing interest upon the debt.

to \$1,195,102 01, an aggregate sum more than equal to one-third of the interest on the debt for applicable.

of the act of 1842 provides that the contributions the entire mill tax, for the current year, must enure to the benefit of the General Fund, and, after the current year, the collection of that half of the tax, imposed for the use of the Canals, is to cease. Nothing further, therefore, is to be realized from this source, to aid in the redemption of the Canal stocks.

If this be a correct representation of the means and liabilities of the Canal Fund, for the current year, there would seem to be an end to discussion as to the appropriation of these means to any other object than to the payment of the debt, unless the payment is to be postponed. I have already expressed my views in relation to such a diversion; and I am constrained to believe that, whether considered as a question of principle, or one of economy, the policy would be equally unsound.

Our Canal revenues are very large, and nothing but the enormous debt charged upon them keeps the fund so poor as to require the aid of direct taxation to meet its liabilities. Separate from the old debt, more than one million annually of these revenues are consumed in the payment of interest alone. This must be a constant drain upon the fund, and nothing but the

This is the last of the Canal debt, upon which of our financial affairs, I am constrained to be-The statement of the Canal debt, before re-removed at the earliest practicable day, and that construction of a new tier of locks of 110 feet in ferred to, shows that the whole amount of Cathe danger of its recurrence may be obviated by length by 18 feet in width. The entire expense, nal stocks redeemable in July and January a payment of the debts which have rendered it including a large margin for contingencies, is

next, is \$3,742,626 01. This includes the sum necessary. I also believe that true friendship of \$1,380,090 35 of the old debt, the redemp-tion of which is provided for in the manner its safe and certain extension, equally require, above specified, leaving \$2,362,535 66 reimbur- and will demand, the most speedy payment of sable in January, 1846, for the payment of the canal debt, and the liberation of the present which the moneys are not yet fully provided. The Sinking Fund provided for by the twelfth section of the law of 1842, has received the therefore, that course of financial legislation, which shall make these the prominent objects of its policy.

Our financial condition is by do means desperate. The rapid accumulation of debt was arrested, before it had so far surpassed the power Carrying the whole surplus of the last year of the to that fund, with the whole \$278,197 56 paid from the Treasury as the proceeds of the State tax, and the fund, including the accumulations of interest computed at five per cent., amounts the taxation necessary to render this return safe and sure, was cheerfully submitted to. The improvement of the revenues of the canals has the last three years, and is supposed to be avail- already laid the foundation of a sinking fund, able to meet the payment of that amount of the rendering the speedy reduction of that debt cerstocks before alluded to. This will leave \$1,-tain, if aided by the whole power of those reve-167,433 65 unprovided for, any farther than nues. Retrenchment of expenditures, it is there may be a surplus of the funds set apart hoped, may do something towards bringing the to redeem the old debt, which can be applied to payments from the General Fund within its this object, and the accruing Canal revenues of revenues, and the whole State tax, for the presthe current year may yield a surplus also thus ent year, will at least relieve it from the accuapplicable.

applicable. The third subdivision of the eleventh section strengthening its resources or diminishing its expenses, as to give it power to commence the refrom the State tax to the Canal Fund shall duction of its heavy debt. The question sub-cease, whenever the annual revenue from the mitted to us, therefore, is not that submitted to State Canals, ascertained in the manner pointed the legislature of 1843, whether we will attempt out by that act, shall exceed the expenditures to bring to order and soundness deranged finanupon the Canals, the interest upon the Canal ces, and restore a fallen credit; but whether, debt, and the payment to be made to the Gen-finding our financial condition substantially eral Fund, by more than one-third in amount of sound, and our credit high, we will maintain the annual interest upon the Canal debt. The both in that desirable condition, and as soon as the annual interest upon the Canal decided. The both that decided in the decided

> We take the following interesting article from the Philadelphia U. S. Gazette:

SCHUYLKILL NAVIGATION. The report of the Board of Managers to the Stockholders of the Schuylkill Navigation Company, was submitted at the annual meeting yes erday. Dr. George B. Wood in the chair, Geo. W. Smith, Secretary. It shows that coal has been brought to this city from the Pottsville region, during the season past, on the Navigation, at a little over one dollar per ton, including toll, freight, and unloading. The amount of coal brought down this year is 398,000 tons, being but 11 per cent, less than the quantity brought down last year. There has, on the other hand, been an increase of 12 per cent. on ascending miscellaneous trade, and of 21 per cent, on that descending. The increase in the tonnage of the descending. The increase in the tonnage of the single item of iron, is 60 per cent. The whole amount of miscellaneous weight is 178,000 tons. There has also been an increase of the amount received from rents of water-power, it being now \$20,000. At the very low rate of toll, of onethird of a cent per ton per mile on coal, the receipts of the company have still been adequate paid, before the day of payment, which is the payment of the debt can arrest the corroding to pay expenses and repairs, meet the interest first day of July next, and the notice given to the holders, informs them that interest will cease and may bring accumulated dangers. In any view I am able to take of this portion parying the report submitted to the stockholders, a detailed plan for the Improvement of the Navithe constitutional pledge rests and it may be-come material, in the course of your legislation, nues to the existing debts, so far as the current dept, which had been unanimously adopted by to consider whether, when these steps shall have expenses of the public service will permit, has them, and was recommended for adoption by the been taken, that pledge may not be considered, become an imperious duty to the whole people, stockholders. This plan proposes a deepening of both in principal and in fact, fully redeemed.

The Drincipal and in fact, fully redeemed. dollars. It is thought that its work may be accomplished in two seasons, and that the trade need not be materially interrupted. It proposes to diminish the number of lift locks, now 96, to 65, by increasing the lifts. It states the length of canal on the line to be 57 miles, and of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack are now in the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to be 51 miles, of which last 20 miles is already of the slack water navigation to th slack water navigation to be 51 miles, of which last 20 miles is already of the required depth. It is not supposed that any considerable widening will show the quantity of Anthracite coal shipwill be necessary, nor is it contemplated to raise materially any of the levels, nor in any way to give rise to heavy claims for damages. The supply of water is stated to be fully adequate to Schuylkill Canal, 398,443 447,058

the contemplated improvement. The present work has cost about one million. of which sum, near half a million has been paid from the earnings. The capacity of the Navigation will be more than doubled by the proposed improvement, at a cost of about one million. The importance of this consideration arises from the constant development of the immense trade of the Schuylkill coal region, already near one million, and soon to reach two millions. The paramount advantages of the trade of this region over others, is stated to consist in this work penetrating the heart of the great coal field, admitting of numberless ramifications tributary to it, whereas in other regions the works attack the extremities consumption of last year (which was 1,213,537 The most interesting and exciting passage in the views of the President is probably that which not believed to be more than the market rerefers to the successful use of steam in the navigation of canals, thus connecting our great coal field with the most remote point reached by navigation, without the necessity for transhipment or delay. There is no allusion to, or invidious com-parison with, any rival work. We are reminded is very generally used on steamboats, and it is that "cheap coal and cheap iron have made estimated that 500 tons per day are consumed England the workshop of the world;" and an in boats leaving the city of New York alone, interesting reference is made to the probable im- and it has been introduced into use in almost mense increase in the manufacture of iron, soon to take place in the valley of the Schulykill. The report having been read, the following resolutions were submitted by Henry J. Williams, Esq., enforced by some cogent and pertinent remarks from that gentleman, expressive of his augmented supply over 1843. In the Wilkeshigh confidence in the source from which it emanated, in the Board who had sanctioned it by their unanimous approval, and his own convictions are field, it has been augmented from 58,000 tions of the advantages of the improvement to 114,906 tons, although it is probable, that lit-After full discussion they were adopted, with the more than the usual quantity has reached tide scarcely a dissenting voice. The meeting was water; the furnaces, &c., in the vicinity of Danunusually large, and all scemed earnest in the

Resolved, That the Report of the President of the Company, made in pursuance of the request of the Managers, and recommended in their resolution on the subject of an improvement of the works of the Company, be, and the same is now adopted, and cordially approved by this meeting, and that the Managers be requested to proceed with the execution of the plan proposed, in the most earnest and energetic manner, so soon opinion to warrant them in doing so.

Resolved, That for the purpose of enabling the fore. Managers to carry into effect the foregoing resolutions, and to provide for expenses and contingencies, which may occur during the progress of the coal in open day, by first removing the suthe work, the Managers he, and they hereby are, authorised to borrow or raise the sum of twelve hundred and fifty thousand dollars, and that an ordinance to that effect be enacted.

We understand there has been some change in the Direction of this Company, which has not

The following gentlemen were elected: President-Solomon W. Roberts.

Datison Mini 1049.		
	1844.	1843.
Schuvlkill Canal,	398,443	447,058
Rail Road,	441,491	230,237
Pinegrove,	34,910	22,905
Schuylkill County,	874.850	700,200
Lehigh,	377,821	267,734
Lackawana,	251,005	227,605
Wilkesbarre,	114,906	58,000
Shamokin,	13,087	10,000
	1,631,669	1,263,539
	1,263,539	

368,130 Tons. Increase in 1844,

Furnaces and factories have been reopened, and new ones erected and put in operation in all parts of the country, and hence a vastly augevery business where a steam engine is employ-ed. This greatly increased consumption has necessarily demanded an increased supply. In every district within the circumference of the ville, having consumed within the past year from 40,000 to 50,000 tons.—Miner's Journal.

### COAL TRADE.

Preparations for the Coal Trade of 1845-Back Track Railroad-Increase of Business .- We are gratified to state that the Lehigh Coal and Navigation Company have completed all their which is the cheapest of all powers yet discovarrangements for mining and delivering their ered. coal into boats, for the present year, on the new system of allotting the work to several distinct as means shall be obtained, sufficient in their companies or sets of contractors, instead of giving the whole to a single company as hereto-

> The Summit Hill or Old Mines, which it is known are principally worked by quarrying out perincumbent rock and earth, have been divided into the following sections, and contracts made for quarrying and delivering therefrom the fol-lowing quantities of coal.

Summit Mines (Broadrick & Davis Contractors) 70,000 tons. Springdale Tunnel (Mc Lean arisen from any difference of views as to the policy to be adopted, but from several gentlemen in the old Board having expressed their wishes to retire.

Springale 1 time (No Dean arisen from Springale 1 times (No Beardrick Williams) 40,000. South Mines (Broadrick Bertsch) 60,000. North Mines (Weiss & Belford) 40,000. Making in the aggregate to to retire. the Companies Room Run Mines at Nesquehoning, the contractors, Messrs. Packer, Harlan & mined from a single slope on the Delaware

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By means of the New Back Track Railroad which the Company are now constructing, which is nearly graded, and will be finished in all its parts and appendages early in the boating season, the Company have been enabled to put into the hands of contractors, Mesers. Lockhart & Barnes, the transporting, screening and delivering into boats the whole of the coal from the Summit Mines, at a reduction of 10 to 15 cents per ton on the cost of delivering last year.

But the advantage of this novel contrivance for returning the cars to the mines by gravity, is not confined simply to the reduction of expenses in the transportation business; for without any great increase in the number of cars now in use, the business of the present descending track, may be augmented three or four fold. How a road can be constructed for returning trains of cars by gravity to the top of a mountain, which is several hundred feet higher than the terminus of the descending track, or point of starting may appear mysterious, and require some explanation. The The supply this year, over and above the Mauch Chunk Mountain, upon the summit of which the Lehigh Company's large mines are located at a distance of nine miles from their landing at the town of Mauch Chunk, extends in a direct line from the mines to the latter place, or landing, maintaining its elevation the whole distance; but is broken off abruptly at the landing by the Lehigh river. The descending road upon which the loaded trains run by gravity from the summit mines to the landing, is located down the side of this mountain, at such a grade as that in the distance of nine miles, it reaches its base at the shutes at Mauch Chunk, where the cars are discharged.

The empty cars are then run a short distance to a point near the end and base of the same mountain, whereby an inclined plane and stationary engine power they are elevated at once in trains to the summit of the mountain, from whence by the new Back Track they commence their return by gravity to the mines, wending their way along the side of the Mountain until they reach a point opposite the mines, where they are again elevated by means of a plane and stationary engine to the summit, to be reloaded with coal and sent down the descending road. By this novel arrangement, locomotive power is entirely dispensed with; and the only power required for doing almost any amount of business, is that of the two stationary engines at the points mentioned, for elevating the empty cars; all the rest is accomplished by gravity,

The Beaver Meadow and Hazleton Companies, we are informed, have also placed their works under contract for the present year; and the contractors are now busily engaged in pre-paring for an increased business. The Buck Mountain Company, we are told, intend to put their works in a condition to do a large business this season, and place them under contract; and some expectations are entertained that the Summit Coal Co, will be able to get into operation soon. From the contracts already entered into, and the preparations being made, we anticipate an increase in the coal trate of the region this year over that of last, of at least 100,000 tons; which will bring the shipments of 1845 up to nearly half a million!—Carbon County Gazette.

Extensive Mining .- Mr. John Daniels

Company's projectly, fifty-fve thousand tons of BOSTON AND MAINE RAILROAD.—UPPER ROUTE. BOSTON TO PORTLAND—via Med-coal during the year 1814, being much the largest quantity of coal ever taken from a single slope in this region, in one year.—Miner's Jour. South and North Berwick, Wells, Kennebunk and South and North Berwick, Wells, Kennebunk and

THE NEWCASTLE MANUFAC turing Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires; Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY. President of the Newcastle Manuf. Co.

RAILWAY IRON, LOCOMOTIVES Etc. The subscribers offer the following articles for sale :

Railway Iron, flat bars, with countersunk holes and mitred joints. lbs. per ft. 350 tons 2 by 15 ft. in length weighing 4 68 280 " 2 " ½ " " 3.50 280 " 2 "

70 " 11 " 2½ 1·26 .. 80 " 1½" ½ 90 " 1 " ½ 44 66 . 66 with spikes and splicing plates adapted there-

to. To be sold free of duty to State governments, or incorporated companies.

. Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 21, 23, 3, 35, 34, 31, and 31 inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for Inclined planes, made from New Zealand wax.

Also-Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A: & G. RALSTON & CO. No. 4 South Front st. Philadelphia, Pa.

RAILROAD IRON & FIXTURES. The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

WINTER ARRANGEMENT.—1944-5.
On and after Monday, Oct. 21, 1844, the Passenger Trains will run daily, Eundays excepted as follows, 12.—
Leave Boston for Fordand at 72 A. M. and 22 P. M. Leave Boston for Somersworth at 72 A. M., 22, and 32 P. M. Leave Portland for Boston at 72 A. M. and 3 P. M. Leave Somersworth for Boston at 42 A. M., 94 A. M., 42 Passengers are not allowed to carry baggage, beyond \$40 p. value, unless notice is given, and an extra amount paid. at

in value, unless notice is given, and an extra amount paid, at the rate of a price of a ticket, for every \$500 additional value, jal CHAS. MINOT. Superintendent.

BOSTON AND LOWELL RAILROAD.

ON and after Friday, Nov. 1st, 1844,
the Passenger Trains will run as follows:
Leave Boston at 7 and 11 A. M., 2 and 5 P. M.
Leave Lowell at 7\(\frac{1}{4}\) and 11 A. M., 2 4\(\frac{1}{6}\), and 5\(\frac{1}{2}\) P. M.

The Coaches of Mesars. D. G. Cummings and B. P. Cheney, Nos. 9 and 11 Elm street, will convey passengers between the Depôt. in Lowell street, and places within a moderate distance, for 12\(\frac{1}{2}\) cents.

jal Cilas. S. STORROW, Agent B. & L. R. R. Co.

CONCORD RAILROAD

MERCHANDISE TRAINS will run

daily as follows:

Leave Boston at 3½ P. M., and arrive at

Concord the same evening.

Leave Concord at 3½ P. M., and arrive at

Concord the same evening.

Freight should be delivered at Concord and Boston an
hour before leaving, to ensure a delivery by the first succeeding Train.

nonr genore leaving, to ensure a delivery by the iris succeed-ing Train.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or no claim for damage or loss beyond such sum will be allowed. N. G. UPHAM, Sup't.

NASHUA AND LOWELL RAILROAD.
PASSENGER TRAINS will run as follows:
Leave Boston at 7 A. M.; 11 A. M.; and

Leave Nashua at 61 A. M.; 11 P. M.; and 5 P. M.

I leave Neshua at 6½ A. M.; 1½ P. M.; and 5 P. M. jsl

BOSTON AND WORCESTER RAIL.ROAD.
CHANGE OF HOURS.—WINTER
ARRANGEMENT.—Commencing December 11, 1844.
Accummodation Trains, daily, except Sundays.
From Boston at 7 A. M., 9 A. M., and 2½ P. M.
From Worrester at 7 A. M., 10 A. M., and 6 P. M.
Neuton Trains, daily except Sundays.
From Boston at 9½ A. M., 3 P. M. and 5 P. M.
New York Trains, daily except Sundays.
From Boston at 9½ A. M., 3 P. M. and 5 P. M.
The New York Train for Norwich.
Monday, Wednesday and Friday, from Boston, at 4 P. M.
New York, via Long Island Railroad.
Tuesday, Thursday and Salurday, from Boston, at 7 A. M.
New York, via New Haven.
From Boston at 9 A. M. and 2½ P. M.—from Worcester at 7.
M.
M. Mail from Boston at 2 P. M.—from Worcester at 7.

Sunday man recommend to the rick of its owner.

D. All baggage at the rick of its owner.

Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Fares are less when paid at the Ticket Offices than in the Ticket Offices tha Cars. jal

WESTERN RAILROAD.
WINTER ARRANGEMENT.
ON and after the 11th December, 1844, the Passenger Trains will leave as follows, Sundays excepted:
Bostou at 9 A M and 2½ P. M. for Albany.
Albany St A M. and 1½ P. M. for Boston.
Springfield 7 A. M. and 3 P. M. for Albany and Boston.
1Boston 2½ P. M. for New York via Springfield and New Haven.

stent hemp cordage for inclined canal towing lines

It for placing between the iron one block of edge railways.

Scription of railway iron, as well we engines, imported at the shorty the agency of one of our partesides in England for this purpose. The respectable American Engineer and any successful and for the purpose of inspecting and for the

FITCHBURG RAILROAD.

OPEN TO ACTON.

Passenger Trains will run as follows:
Leave Charlestswu at 8 A. M. and 1 and
19 51 A. M., usu 5 6 P. M.

Stages, on the arrival of the first Train of Cars at
leave daily (Sundaya excepted) for Littleton, Groton, Townsend, Lunenburg, Fitchburg, Ashburnham, Wincheston,
Westminster, South Gardier, Templeton, Fhillipston, Athol,
Mass; Fitzwilliam, Troy, Swansey, Keene, Walpole,
Charlestown, N. II.; Chester, Windsor, Woodsteck, Rutland, Middlebury, Royalton, Montpelier, and Burlington, Vt.
For further information, apply to THOMAS A STAPLES, No. 36 Hanover st., or L. BIGELOW, No. 11 Elm st.,
Boston, Passengers leaving their names at the above offices,
will be applied with Railroad and Stage tickets, and conveyed to the Flichburg Railroad Depth, free of charge.
Conches will be at the Depth (Pressown, on the arrival of the Cars, to convey
jat 1 be St. M. FELTON, Eugineer.

BOSTON AND PROVIDENCE RAILROAD.

BOSTON AND PROVIDENCE RAILROAD.

PASSENGER NOTICE.—Winter Arrangement.—To commence Monday, Nov. 4, the Passenger Trains will run as follows:

For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Tuesday, Thursday and Saturday.

For New York—Morning Line, via Long Island Railroad—Leave Boston at 8 A. M. on Monday, Wednesday and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at 8 A. M. and 33 P. M.;

"Taunton at 64 A. M. and 32 P. M.

"New Bedforn, at 74 A. M. and 22 P. M.

Delham Trains.

Leave Boston at 9 A. M.—3 P. M., 54 P. M.

Uedham at 750 A. M., 104 A. M., 44 P. M.

All baggage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sup't.

LONG ISLAND RAILROAD COMPANY.

LONG ISLAND RAILROAD COMPANY
Trains run as follows, commeacing November 1st, 1842:
Leave Brooklyo at 8, a. m. (7½ New York atte)—Boston Train—for Greenport, daily, Sundaya excepted, stopping at Farmingdale and St. George's Manor.
Leave Brooklyn at 94, a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.
Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundaya excepted; and on Saturdays to Suffilk Station.

ON SUNDAYS.
Leave Brooklyn for Hicksville and intermediate places, at

9 a. m. Leave Brooklyn at 4½, p. m. for Jamaica. Leave Hicksville at 2½, p. m. for Brooklyn. Leave Jamaica at 8, a. m. for Brooklyn. Leave Jamaica at 3½, p. m. for Brooklyn.

Va NewHaven, Hartforil, Springfield, and Western Railroads.

Va NewHaven, Hartforil, Springfield, and Western Railroads.

Coniposed of the following steamers.

Capt. R. Peck: NEWYORK, Caps.

Capt. R. Peck: NEWYORK, Caps.

Capt. R. Peck: NEWYORK, Caps.

Gandaya excepted, at 63 o'clock.

Fare to Boston.

S.

Railroad Care leave lonmediately on the arrival of the above ateamers at New Haven, and taking passengers through the Albany and Boston the same afternoon.

The steamboat BELLE, Capt. Roath, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

every montary, of clock.

N. B.—Preight for Albany, Springfield, and intermediate places taken by this line at low rates.

For further information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Corlies, 283 Pearl street.

NEW YORK AND ERIE RAILROAD.

on and after Monday, December 2d, until further notice, the steamboat will leave the foot of Duane street every afternoon at 30 clock, for freight and passengers.

Returning, the cars will leave Middletown at 6 a. m. and

Returning, the case was easily the series of the morning care, from the city.

Freight received from 9 o'clock, a. m. to 2½ o'clock, p. m.

For further particulars inquire of the Captain, but board, or of J. Van Rensselaer, Agent, cor. Duane and West streets.

J. Van Rensselaer, Agent, cor. Duane and West streets.

J. Van Rensselaer, Agent, cor. Duane and West streets.

PHILADELPHIA AND KEADING RAILROAD WINTER ARRANGEMENTS on an After December 1, 1844—No Passenge Trains will run on Sundays.

Hours of Starting.

From Philadelphia at 9 A. M., daily.

From Pottsville at 9 A. M. daily, except Sundays.

FARES
Let Class Cars. 2d Class. Car.

Between Philad. and Pottsville, \$3.50 \$3.00 190

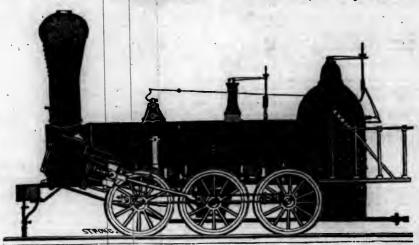
Reading, 2.25 \$3.00 190

All passengers are requested to procure their tickets be fore the train starts.

\$3 00

### NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.  $\times$  24 66 44 14 22 3, 46 " .. × 20 66 44 14 × 20 44 4 12 66 66 66 (C " " 66  $\times$  20 44 113 33 66 23 5. 66 6 .. 66 " 66  $\times$  18 101

With Wheels of any Dimensions, with their Patent Arrangement for Variable Ex-

Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

## NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. Jackson, Esq., Secretary.

Capital, \$2,000,000. ROBERT SCHUYLER, Esq., Vice President. J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY	DAILY.								
Corntland street,	A. M.	P. M.	A. M.	P. M.						
" Elizabethtown	9, 11, 12 9, 11 9, 11	2, 3, 4 3-4, 6								
New Brunswick Rahway Elizabethtown	6, 71-2, 11 1-2	8 3-4	11 1-2	8 1-2						

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

### TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick.
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	914	25	1		5 1-9	12 1-2	10 1.2	25	1 22 1.2	50
Elizabethtown	14 1-2	31.1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50.	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

PHILADELPHIA, WILMINGTON, AND BALTIMORE
RAILROAD—MORNING LINE.
The Train carrying the United States
Mail leaves Fratt street Depôt daily
(except Sundays), at 9 o'clock, A. M.
Passengers arrive in Philadelphia at about 3½ o'clock, and in
full time for the evening lines for New York.
Evening Mail Train for Philadelphia, per Railroad
The Evening Mail Train for Philadelphia, leaves the Pratt
street Depôt, daily at 8 o'clock P. M. through in seven'thours.
The return Trains leave Philadelphia respectively at 8 A.
M. and 4 o'clock P. M., and reach Baltimore at 2½ and 11
o'clock P. M.
Freight to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 50 cents per 100 lbs.
jal

RICHMOND AND PETERSBURG RAILROAD. Winter Arrangement.—Change of Hours

On and after Wednesday, the 13th day of Nov. 1844:

Mail Train

Leaves Richmond, daily, at 11 o'clock, p. m. Leaves Petersburg, daily, at 5%, a. m. Accommodation Train

Leaves Richmond, daily, Sundays excepted, at 10}, a. m. Leaves Petersburg, daily, Sundays excepted, at 8, a. m. THEODORE S. GARNETT, Agent.

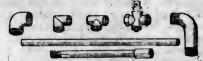
N. B. The hours are given in Richmond time, which is fif en minutes in advance of Petersburg time.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

### PASCAL IRON WORKS.

### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. L*, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WA TER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLDSS.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
archouse S. E. Corner of Third & Walaut Streets, PHILADELPHIA.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

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NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

New Arrangement.

New YORK AND NEWARK.

From the foot of Courtlands treet—Daily, Sundays excepted. Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 4\frac{1}{2}, 6\frac{1}{2}, o'clock, p. m.

Leave Newark at 7\frac{1}{2}, 8\frac{1}{2}, 9\frac{1}{2}, and 12 o'clock, a. m. and 1\frac{1}{2}, 4
frac{1}{2}, and 9\frac{1}{2} o'clock, p. m.

ON SUNDAYS, from the foot of Courtlandt street:

Leave Newark at 1\frac{1}{2}, a. m. and 4\frac{1}{2}, p. m.

Leave Newark at 1\frac{1}{2}, a. m. and 9\frac{1}{2}, p. m.

The Cars of the Morris and Essex Raitroad line for Orange, Millville, Summit, Chatham, Madison, and Morrisfown, run through from Jersey City without change, and connect with 9, a. m. and 3, p. m. trains from New York.

New York at 9 and 11, a. m. and 2, 3, 4\frac{1}{2} and 6, p. m.

Leave Elizabethtown at 7, 7\frac{1}{2}, 8\frac{1}{2}, 1\frac{1}{2} a m. and 3\frac{1}{2} a. m. and 3\frac{1}{2} a. m.

The trains for Weatfield, Plainfield, Boundbrook, Somer-

and 5, p. m.

The trains for Westfield, Plainfield, Boundbrook, Somerville, &c., connect with the 9,a. m. and 4\(\frac{1}{2}\), p. m. trains from New York, daily, Sundays excepted.

Fare between New York and Elizabethtown, 31\(\frac{1}{2}\) cents; do. New York and Somerville, 75 cents.

iew York and Somerville, 75 cents.

New York and Rahway.

Leave New York at 9 and 11, a. m. and 3, 4½ and 6, ρ. m.

Leave Rahway at 6½, 7, 6½ and 12, a. m. and 4½ and 9½, p. m.

New York and New Brunswick.

From the foot of Courtlandt street, New York, daily.

Leave New York at 9, a. m. and 3 and 4½, p. m.

Leave New Brunswick at 6, 7½ and 11½, a. m. and 6½, p. m.

ON SUNDAYS.

Leave New Hrunswick at 11½, a. m. and 6½, p. m.

Leave New Brunswick at 11½, a. m. and 6½, p. m.

Leave New Brunswick at 114, a. m. and 33, p. m.

Fare, except in the Philadelphia traine, between New York
and New Brunswick, 50 cents; do. Rahway, 314 cents.

Newark, Elizabethtown, Rahway, and New Brunswick passengers who procure their tickets at the Ticket Office receive
a ferry ticket graits. Tick is are received by conductors only
on the day when purchased.

The Commutation fare between New York and New Bruns
wick, and intermediate places, (including the Ferry,) has
been reduced to \$65 per annum.

BALTIMORE AND OHIO RAILROAD.

Hours of departure of the Passenger Trains on the "Main Stem" and "Washington Branch" of the Baltimore and Ohio Raitroad, 30 March, 1944:

"Main Stem," Westwardly.

For Cumberland, Hancock, Martinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depote by the regular train, daily, at 7½ o'clock, a. m.

For Frederick and intermediate stations, by extra train, daily, except Sunday, at 4. p. m.

"Eastwardly.

From Cumberland, daily, regular train, at 8, a. m.

"Martinsburg, do. do. 10½, a. m.

"Martinsburg, do. do. 11½, a. m.

"Martinsburg, do. do. 11½, a. m.

"Martinsburg, do. do. 11½, a. m.

"Ellicott's Mills, daily, by several trains, at 7½, a. m.

12 m. and 4½, p. m.

Fare in either direction between Baltimore and Cumberland 87, and for intermediate distances at the uniform rate of 4 cents per mile.

Through tickets are issued between Baltimore and Wheeling, respectively, \$11; between Baltimore and Pittsburg, \$10; between Philadelphia and Wheeling, \$13.

"Washington Branch"

From Raitimore at 9. a. m. 6, p. m. and 1½, p. m.

From Raitimore at 9. a. m. 6, p. m. and 1½, p. m.

In consequence of the Rainuign of a new Massington at 6, a. m. and 5½, p. m.

Jan Canter Cante BALTIMORE AND OHIO RAILROAD.

WASHINGTON BRANCH RAILROAD.

In consequence of the adoption of a new cached by the following changes in the departure of the Trains on this road will go into effect this day, viz:

The Train that has bitlierto left Baltimore at 2 o'clock, A. M. will now leave on the arrival of the Cars from the East, at or about 11? P. M. and the departure of the evening train from Washington for this city, will be at 5½ instead of 4 o'clock, as at present. By order,

D. J. FOLEY, Agent. jail

## AMERICAN RAILROAD JOURNAL AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

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THURSDAY, JANUARY 23, 1845.

[WHOLE No. 447, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL NICOLL'S PATENT SAFETY SWITCH FOR RAILis the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
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S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
N. ORIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. [See Adv.]
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NEWCASTLE MANUFACTURING COMpany, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron Company.

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### IR IN MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.]
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THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

TICOLL'S PATENT SAFETY SWITCH FOR RAILroad Turmouts.

This invention, for sometime in successful operation on
one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at
a switch, left wrong by accident or design.
It acts independently of the main track rails, being laid
down, or removed, without cutting or displacing them.
It is never touched by passing trains, except when in use,
preventing their running off the track. It is simple in its con
struction and operation, requiring only two Castings and twoRails; the latter, even if much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLE.

Jan. 1, 1845. Reading, Pa

TO IRON MANUFACTURERS.
The aubscribers as Agents of Mr. Geo. Crane of Wales, liaving obtained a patent in the United States for his process of smelting fron Ore with Authracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.

No. 4 South Front street, Philadelphia, Pa.

No. 4 South Front street, Philadelphia, Pa.

S. VAIL. Proprietor of the Speedwell Iron Works, near Morristown, N. J. can supply at short notice railroad companies and others, with the following:

Wrought Iron Tyres made from the best iron and of any given disneter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyrea made, and they, may rely upon being served accurding to order, and also punctually, as a large quantity in the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania Iron.—Straight axles for locomotives for outside connection engines. Frames for engines.—Wrought iron work for steamboats, and shafting of any slze. Cotton screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for railroad water stations. He refers to the following gentlemen:

Baldwin, Vail and Hufty, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones. Augusta, Ga; D. F. Guez, New Oriesns, La.; Adam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schulyter, New York.

YALUABLE PROPERTY ON THE MILL DAM FOR

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point, so called, on the Milt Dam, in Roxbury, fronting on and East of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main Brick Building, 120 feet long, by 46 feet wide, two stories high A Machine Shop, 47x43, with large Engine, Face, Serew, and other Lathes, suitable to do any kind of work.

ork. Pattern Shop, 35x32 feet, with Lathes. Work Benches, &c. Work Shop, 36x35 feet, on the same floor with the pattern

work chop, the set long by 44 feet wide on the graind shop.

Forge Shop, 118 feet long by 44 feet wide on the graind foor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums. Pulleys. &c., large and small Trip Hammers, Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Equator At end of Main Brick Building, 60x45; feet, two

Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.
Foundry, at end of Main Brick Building, 60x45½ feet, two stories high, with a shed part 45½x20 feet, containing a large Air Furnace, Cupalo, Crane and Corn Oven.
Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.
Locomotive Shop, adjoining Main Building, frunting on Parker street, 54x25 feet.
Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

containing 5000 feet, with the lonowing unitaries, standing:
Boiler House 50 feet long by 30 feet wide, two stories.
Blacksmith Shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO. 106 State street, Boston, or to A. & G. RALSTON & OO., Philadelphia.

ACHINE WORKS OF ROGERS, RETCHUM & GROS-venor, Paterson, N. J.

The Undersigned receive orders for the following articles,
manufactured by them of the most superior description in
every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and desraticle.

Patch:

Railroad Work.

Locomolive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tires; Car Wheels of cast iron, from a variety of patterns, and of best American refused iron; Springs; Boxes and Bolts for Cars.

for Cars.

Cotton, Wood and Flax Machinery
of all descriptions and of the most improved Patterns, style
and workmanship.

Mill Gearing and Millwright work generally; Hydraulic
and other Presses; Press Screws; Callenders; Laithes and
Tools of all kinds; Iron and Brase Castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR.
Paterson, N. J. or 60 Wall street, N. Y.

Paterson, N. J. or 60 Wall street, N. Y.

MESSRS. EDITORS:—As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderate importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore Railreat.

On the passage of the evening train of cars from Philadelphia to this city, an axie of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously lujured, if not killed many of the passengers.

Wilmington, Delavare, Sept. 28, 1840.

The undersigned take pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hinb for railroad car. They have for some time been applied to passenger cars on this road, and experience thas tested that they fully accomplish the object intended. Several instances of the fracture of sales have occurred, and in such the cars have uniformly rua the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In thort, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
JAMES ELLIOTT, Sup't Motive Power,
W. L. ASHMEAD, Agent.
A model of the above improvement is to be seen at the N
Jersey Railroad and Transportation Office, No. I Hanover st.,
New York.

New York.

TO RAILROAD COMPANIES AND MANUFACTUR.

BRS OF RAILROAD MACHINERY.—The subscribers have for sale American and English Bar Iron, of all sizes; English Blister, Cart. Shiear and Spring Steet; Junishia Rods; Car Axles, made of double refined Iron; Sheet and Boiler Iron, cut to putern; Tiers for Locomotive Engines, and other railroad carriage wheels, made from common and souble refued B. O. tron; the latter a very superior article.

The Tires are made by Messrs. Baltwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit in those wheels is guaranteed, saving to the purchaser the expense of turning them out ioside.

THOMAS & EDMUND GEORGE,
N. E. corner 12th and Market streets, Philadelphia, Pa.

by the undersigned.

annoyance from spark's or dust from the chim-power and lot is all that will be required for try, the manufacturers have no hesitation in ney of engines on which they are used, is many years; the coal will not cost more than warranting them fully equal to the best spikes experienced.

tirely different principle from any heretofore iron ore may be laid down still more cheaply works, will be promptly executed. offered to the public. The form is such that at the works; and, taken together, these sites a rotary motion is imparted to the heated air, offer remarkable advantages to practical man-smoke and sparks, passing through the chimsmoke and sparks, passing through the chimney, and by the centrifugal force thus acquired lets, descriptive of the property, and further by the sparks and dust, they are separated information, apply to Archibald McIntyre, from the smoke and steam, and thrown into Albany, to Archibald Robertson, Philadel-phia, or to the undersigned, at No. 23 Champerenings near its top, from whence they fall bers street, New York, where may be seen by their own gravity, to the bottom of this specimens of the coal and ore. chamber; the smoke and steam passing off at the top of the chimney through a capa-cious and unobstructed passage, thus arresting the sparks without imparing the power of the engine by diminishing the draught or SAMUEL NOTT, Civil Engineer, Surter five years' successful operation, and now activity of the fire in the furnace.

durable and neat in appearance. They are etc., etc., surveyed. Plans and Estimates for tained a patent,) are found superior to any now in use on the following roads, to the Buildings, Bridges, etc., prepared, and all ever offered in market. managers and other officers of which we are appertaining business executed. at liberty to refer those who may desire to purchase or obtain further information in re-

gard to their merits.

tendant Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Phiadelphia, Reading and Pottsyille railroad, Reading, Pa.; W. E. gaged in manufacturing Spring Steel from 14 Morris, pres't Philadelphia, Germantown and to 6 inches in width, and of any thickness re-Norristown railroad company, Philadelphia; quired: large quantities are yearly furnished E. B. Dudley, pres't W and R. railroad co., for railroad purposes, and wherever used, its Wilmington, N. C.; Col. James Gadsden, quality has been approved of. The establishment of the control of the con pres't S. C. and C. railroad comp'y, Charleston, S. C. W. C. Walker, agent Vicksburg and Jackson railroad, Vicksburg, Miss.; R. the quality warranted. Address

| Quality has been approved of The establish by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; and Jackson railroad, Vicksburg, Miss.; R. the quality warranted. Address and Jackson railroad, Vicksburg, Miss.; R. the quality warranted. Address S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. M'Kee, sup't Lexington and Ohio railroad, Lexington, Ky.; T. L. Smith, sup't N. Jersey rail-road trans. co.; J. Elliott, sup't motive power Philadelphia and Wilmington railroad, Wil-County, New York. The subscriber manmington, Del.; J. O. Sterns, sup't Elizabethtown and Somerville railroad; R. R. Cuyler,
pres't Central railroad co., Savannah, Ga.:

town oddites, Transit instruments, Levels, etc., of
the most approved construction. He would

R. CASEY, CIVIL ENGINE
No. 23 Chambers street. New J. D. Gray, sup't Macon railroad, Macon, invite the attention of surveyors to his Improved Compass, which is almost equal to a Monroe, Mich.; M. F. Chittenden, sup't M. Theodolite, inasmuch as angles can be taken without the needle. Angles of elevation can scription, with Plans and Specifications, and Fisk, president Long Island railroad, Brook- be taken with precisely the same accuracy as

promptly executed.

FRENCH & BAIRD. N. B. The subscribers will dispose of sin-gle rights, or rights for one or more States, boat and factory bells, of all sizes, constanton reasonable terms.

Philadelphia Pa., April 6, 1844.

roads. Railroad Directors and Managers are respectfully invited to examine an hood of Bituminous Coal and Iron Ore, of improved Spark Arrester, recently patented by the undersigned.

Mill Sites in the immediate neighborhood Nail Works have always on hand, of their own manufacture, a large assortment of railby the undersigned.

This is the nearest point to tide water road, ship and boat spikes, from 2 to 12 inches Our improved Spark Arresters have been where such coal and ore are found together, in length, and of any form of head. From extensively used during the last year on both and the communication is complete with Philthe excellence of the material always used in passenger and freight engines, and have been adelphia and Baltimore by canals and rail-their manufacture, and their very general use brought to such a state of perfection that no ways. The interest on the cost of water for railroads and other purposes in this counperienced.

\$1 to \$1 25 at the mill sites, without any in market, both as to quality and appearance.

These Arresters are constructed on an entrouble on the part of the manufacturer; rich All orders addressed to the subscribers at the

.W. R. CASEY Civil Engineer No. 23 Chambers st., N. Y.

Railroads, Common Roads, Canal, Factory almost universal use in the United States (as These chimneys and arresters are simple, and Mill Sites, Towns, Farms, Wild Land, well as England, where the subscriber ob-

> REFERENCES. Col. James F. Baldwin and Col. J. M. Fes

> gaged in manufacturing Spring Steel from 11

JOHN F. WINSLOW, Agent; Albany Iron and Nail Works, Troy, N. Y.

horizontal angles. Town clocks, with dead Orders for these Chimneys and Arresters, beat escapements, warranted to perform in addressed to the subscribers, or to Messrs. the best manner, and keep correct time. He Baldwin and Whitney, of this city, will be still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to them bridges, wharves, etc. ly on hand: and copper and brass castings of every description made to order.

TO THOSE INTERESTED in Rail- TO IRON MASTERS—FOR SALE, PATENT Hammered Railroad, Ship and JNO. F. WINSLOW

Agent Albany Iron and Nail Works. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; Jas. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

DATENT RAILROAD, SHIP AND Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short senden, Civil Engineers, Boston; Wm. Par-notice. Almost all the railroads now in pro-E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendent Worcester railroad.

Ker Esq. Engineer and Superintendent Bosprises in the United States are fastened with spikes made at the above named Factory for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.
HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory prices A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

. Railroad Companies would do well to

R. CASEY, CIVIL ENGINEER, No. 23 Chambers street, New York, scription, with Plans and Specifications, and when required, superintend their execution.

He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads,

F. LIVINGSTON, Civil Engineer R. Hudson, New York. Refer to W. R. Casey, 23 Chambers st., N. Y.

### STATE WORKS OF PENNSYLVANIA.

The members of the present Board of Canal Commissioners entered on the duties of their office on the 9th day of January last, in pursuance of the provisions of the law under which they were elected; and now have the honor to submit to the consideration of the Legislature and the people, a report upon the operations of the public works during the last fiscal year from the 30th November, 1843, to the first of December, 1844.

The receipts during the year have been as

follow, viz:

For motive power charges on the Philadelphia and Columbia ra.lroad, including charges for the use

\$233,000 13 of trucks,

Ditto, on the Allegheny Portage railroad,

114,580 20 -\$347,580 33

For tolls on the Philadelphia and Colum-

\$207,157 01 bia railroad,

Ditto, Allegheny Por-65,200 42 tage railroad,

\$619,937 76

272,357 43

To which add receipts for materials sold (old iron) on the Philadelphia and Columbia railroad,

3,179 28

\$623,117 04

For canal tollson main line of canal, including collections at

bridges, aqueducts, and out-let locks, - \$351,101 92 Ditto, on the Delaware

109,277 53 division, Ditto, on the Susque-hanna, North and

West Branches, - 101,948 89

Ditto, on the Beaver division, -

7,381 31

Total gross receipts, From which deduct certificates of drawbacks received in payment of tolls on main line, by A. B. Cummings, late collector at Philadel-

phia, By John S. Cash, pre-sent collector at Philadelphia, -

\$ 939 00

24,284 27

Actual receipts in cash,

been as follow: For maintaining motive power on the Philadelphia Columbia railroad, including expenses

of trucks, -\$144,514 71 Ditto, on Allegheny

Portage railroad, - 106,321 40 For repairing and keeping the Philadelphia and Columbia railroad in order, exclusive of \$1,399 89,

for bridges, -\$51,303 09 Ditto, on Allegheny Portage railroad, 29,724 00

Total repair expenses on railroads, 81,027 09

Total expenses of motive power and repairs on railroads, \$331,863 20 For repairing and keep-

ing main line of canal in order, 67,817 66 Ditto, Delaware divi-17,662 64 sion,

Ditto. Susquehanna, North and West 40,737 21 Branches, Breaches and

building dam at Lackawanna feeder, For repairing and keeping Beaver division

in order, Compensation of collectors, weighmasters, inspectors of cargoes and assistants, including house rent,

stationery, printing, postage, and all other incidental expen-

Ditto, lock-keepers, -

Total expenses,

532,030 45

6,989 38

2,361 04

32.837 32

31,762 00

\$635,572 97 Net receipts over expenditures,

If from the above be deducted the sum of \$5,914 15, the compensation for the year, of the Canal Commissioners, their secretary, clerk and messenger, including stationery, printing, postage, and all other incidental expenses of their office, the net balance over all the expenditures in any manner pertaining to the fiscal year just closed, exclusive of the appropriation for repairing bridges and the locks at Franklin, will be \$629,658 82.

In order to encourage the coal trade on the 569,709 65 public works as far as practicable, the Board were induced to allow liberal drawbacks on mi-\$1,192,826 69 neral coal reaching Columbia along the state improvements, and also on that reaching Bristol by the Delaware division. This method of reducing the tolls on the through trade was adopted, in order to preserve a fair rate of toll on the local or way trade; and it is believed that the receipts on the through trade have been increased by the adoption of the policy. This course seemed to be rendered indispensable to the interests of the State, in consequence of the reduced rate of charges on other improvements in which she has no direct interest, occasioned by the com-25,223 27 petition of rival corporations.

'The certificates of drawback issued on coal ctual receipts in cash, \$1,167,603 42 were received in payment of subsequent tolls at from the Lackawanna to the out-let into the pool The expenses incurred during the year have the office from which it was shipped, and were of the Nanticoke dam, at Solomon's creek. The deducted by the collectors from the clearances. and the amount received in cash only returned as tolls received.

> The navigation opened last spring upon the main line on the 14th March, and continued without any serious interruption during the navigable season, except about four weeks from the
> latter part of August, extending through the of the finished line below the Lackawanna
> greater part of September, during which period should be surrendered. The advantages that the boatmen experienced much detention for want of a sufficient supply of water on the upper levels of the Juniata division. During a great part of this time a full loaded boat could completion on fair and liberal terms. not pass, and for about two weeks the naviga-tion on this portion of canal was entirely sus-7th day of March, 1843, entitled "An Act to in-

pended, and the transporters compelled to trans-ship their loading and haul it by wagons be-tween the Portage railroad and the point where the boats were stopped, or suffer delay and suspense for an indefinite period.

Interruptions to the regular transportation of goods have occurred to some extent every year since the line has been in operation, occasioned by the want of a sufficient supply of water at the head of canal navigation, on one or both sides of the Allegheny mountain. Last year the supply on the west side was such as to prevent much delay, but this fact affords no guaranty that it will be sufficient the ensuing season. These interruptions always occur at one of the most important periods of the year for the transportation of merchandize west, and it cannot be doubted, that the State has lost, from this cause, much of the carrying trade, and consequently a very large amount of tolls. They have a tendency to give the route a character for uncer-tainty, and cause all those who may have made arrangements requiring punctuality in the de-livery of their goods, to seek other and more certain routes, even at a greater expense. The Board, therefore, cannot urge upon the Legislature too strongly the necessity of making pro-vision for completing the Eastern and Western reservoirs at the Allegheny mountain as soon as may be practicable, consistent with sound economy; particularly the one on the eastern side of the mountain, which is nearest completion, and the necessity for which is considered the greatest.

The section boatmen experienced some deten-tion for want of a sufficient number of state trucks to pass them over the railroads without unnecessary delay. Whatever may be the re-lative merits of the two systems of transportation by section boats and cars, the Board believe the section boat system has produced advantages to the State, by regulating the prices of freight and thereby increasing trade. It is, therefore, earnestly recommended, that authority be given to contract for a sufficient number of trucks to afford reasonable accommodation to section boats, either with the owners of those already constructed or for the construction of new ones, as may be most advantageous, to be paid for out of the motive power fund. It is believed they could be obtained on fair terms, and paid in instalments, without embarrassing that fund. Should the Legislature coincide in this recommendation, and make provision for carrying it into effect, it is of the utmost importance it should be done immediately, in order that the trucks may be in readiness for the spring trade, as delay would, in a great measure, defeat the object

In 1842, an act of the Legislature was passed authorizing the incorporation of a company to complete this work, and by a supplement thereto, passed in 1843, the company, on certain conditions, are to have the canal already finished, from the Lackawanna to the out-let into the pool stock in this company has not yet been taken, and the whole subject is consequently within the control of the Legislature. The Board have only to remark in conclusion on this subject, that whatever legislation may hereafter take place in regard to it, the right of the State to resume the

ded, that upon the issning of letters patent by the Governor to the said company, the Erie di- important consideration connected with the subvision of the Pennsylvania canal, from the town ject, is not to be found in the immense cost of the the Beaver division, unfortunately, have actually of Erie to the mouth of Beaver, on the Ohio river, together with the French Creek feeder, shall be vested in the corporation, together with the surplus water power, and all the property owned by the Commonwealth penaining to the same: "Provided, That the Beaver line of said canal, from New Castle to the Ohio river, shall not be surrendered up to the said company until the whole line from New Castle to Erie shall be completed, and in actual use, for the and from Erie, by the way of the Erie division ascertained whether the work has been completransportation of merchandize throughout its whole length: And provided further, That the Legislature reserves the right to resume the possession of the said Beaver division from New Castle to the Ohio river, with all the privileges and franchises hereby granted in relation to said division, if it shall be deemed necessary to secure the interests of the Commonwealth, or the rights of any other party: And provided further, That in the event of a resumption by the State, it shall be had on such terms as to do no injustice to the corporators under this act."

This company obtained a charter in pursuance of the said act, and that part of the canal between New Castle and the town of Erie was surrendered on the first day of August, 1843, and the Beaver division has remained in the possession of the State, and under the control of the Canal Commissioners, until the present

time.

The members of the Board, however, have having completed the whole line, has obtained nation made by the State, and the trifling sum an order for the surrender of this part also, on it will have cost the company.

the first of January next.

It cannot but be regarded as a matter of deep regret, that any circumstances should have existed, which, in the opinion of the Executive, which now comes up to Pittsburg, and thence rendered it necessary to direct the transfer of a along the Pennsylvania improvements to Philawork of so much importance to the interests of delphia, will be diverted at this point to the lake, the Commonwealth, on the eve of the meeting and thence to New York; and that a large of the Legislature. The hope was confidently amount of merchandise from the east to supply indulged, that as soon as the Legislature could meet, measures would be adopted not incompatible with the provisions of the charter, to con-tinue the possession and control of this portion of the Ohio river.

way by the lake route and through this canal to more to the State, in the form of tolls, for the use of her improvements. the canal in the Commonwealth.

When the other part of the line was surrendered, it was done through the medium of the Board. In this instance they have had no of-ficial information on the subject, nor did they know the company had claimed its possession tracted, raise sufficient revenue to make large until after the order for its transfer had been is-

sued to the officers on the line.

Strong doubts are entertained as to whether in is completed, and in actual use, for the transportation of merchandize throughout its whole length, as required by the act of incorporation; canal has been constructed at a cost of over and if these doubts, upon an actual examination, by competent and disinterested persons, should prove to be well founded the company has no right to the possession of the Beaver di vision.

ments of the State, demands the serious and immediate attention of the Legislature. At the same obtain, cost the State \$3,721,056 86; and the Beaver line, including cost of repairs over re-

corporate the Erie canal company," it is provi- plete the same, as estimated by the engineer on connected with the interests of the State, they he line, was \$297,926 02; but the chief and most work thus surrendered without consideration, when it required so small an amount for com-pletion. What most claims the earnest attention of every Pennsylvanian, is the effect it may have in the hands of a company of adverse interests, on the commerce of the State, and the is also reserved. In order, therefore, that full carrying trade of the main line of improvements.

The distance from Buffalo to Erie is 90 miles; of the Pennsylvania canal, to the mouth of ted in the correct sense of the term, according to Beaver is 136 miles; making the whole dis- the true intent of the law, and how much it has tance from Buffalo, by this route, to steamboat actually cost in money, preparatory to the renavigation on the Ohio, 226 miles. The dissumption by the State of the whole line. In navigation on the Ohio, 226 miles. The distance from Buffalo to Cleveland is 180 miles; the mean time, if the Beaver division shall have and from Cleveland to Portsmouth, by way of passed into the possession of the company, it the Ohio canal, 309 miles; making the distance from Buffalo, by this route, to steamboat navigation on the Ohio, at Portsmouth, 489 miles; and from Cleveland, by way of the Pennsylvania and Ohio canal and the Beaver line, to steamboat pavigation on the Ohio, at the mouth the commerce and trade of Pennsylvania. of Beaver, 143 miles; making the distance In the former part of this report, the necessity from Buffalo, by the last named route, 323 of making a reduction of toll on the article of

Thus, it will be perceived, that the Erie division of the Pennsylvania canal is much the shortest route, which connects Lake Erie with steamboat navigation on the Ohio river.

It is not only the nearest and most direct route, but it can be made much the cheapest, in

The mouth of Beaver is 28 miles below Pitts. burg; and there is every reason to believe that a large portion of the trade of the Ohio river,

There is no minimum rate of toll fixed in the act of incorporation, consequently the company may reduce the toll so low as to make it comparatively a free canal; and by the increased amount of business, which may be thus atdividends on the small investment of the stockholders. If this trade could be obtained by the State, ought to be encouraged. company without being diverted from the state improvements, there would be no just cause of four millions and a half of the people's moneythat they are taxed to pay the interest thereonand that it is now in the hands of a company and may be so used as to injure the prosperity monwealth.

have no disposition to recommend any course that would do injustice to the company. Should passed into its possession, the right to resume it, at any time the interests of the State require, is reserved; and the right to resume the whole line at any time, on refunding to the company the money expended in its completion, with interest, justice may be done to all parties interested, an immediate and thorough investigation of the whole subject should be instituted. It should be ought to be resumed forthwith, so that the State may have the power to regulate the tolls in such magner as to counteract the influence of the low solls which may be established by the company, or any other arrangement calculated to injure

coal, in the form of drawbacks, has been adverted to. The drawbacks allowed, during the year, on the Delaware division of the Pennsylvania canal, on coal arriving at Bristol, amounted to \$17,199 63; and the tolls actually paid in cash on the same article to \$69,114 59. The retention and increase of the coal trade on this learned that the company, on the allegation of proportion to distance, because of the large do- division of the public works, are of great importance to the revenue of the State, and since a reduction of tolls on this line has been deemed essential to encourage the trade, and to enable those engaged in it to maintain a successful competition, it is, in the opinion of the Board, a subject worthy of the consideration of the Legislature, whether the interests of the State would not be promoted by a more direct and less expensive mode of reaching the Delaware and Rariamount of merchandise from the east to supply tan canal, so as to relieve this important item of the west, which would otherwise pass on the trade from any unnecessary burden in the shape Penusylvania canals and railroads, will find its of freight, and thereby enable it to contribute

> The only consideration that could have justified the projection of this canal, was the extensive coal trade which was anticipated, and its chief value is now derived from the transportation of this article. Whatever, therefore, will tend to facilitate and increase this trade, not incompatible with other paramount interests of the

The Board incline to the opinion, that a connection with the Delaware and Raritan canal at complaint. But when it is considered that this New Hope, or somewhere below that point, would not be injurious to the interests of the State, but, on the contrary, would tend to promote them, by increasing the transportation of coal on the canal. They, however, believe if such connection should be permitted, that all of the commercial metropolis of the State, and tonnage passing out of or into the Delaware di-In the opinion of the Board, this subject, above divert the carrying trade from the main line of vision at this point, should pay the same tolls as all others, connected with the internal improvenecessity of increased taxation, it is impossible tertain this belief because this canal has been for any Pennsylvanian to avoid feelings of the constructed at great public expense, to afford an time the company obtained the charter for this deepest mortification. It is a subject which out-let for the coal of the Lehigh, and to acimprovement, that part of it, from New Castle deeply concerns every man interested in the commodate the trade between Easton and Philato Erie, including the French Creek feeder, had, commerce of Philadelphia—every holder of delphia. If the State should permit any portion from the best data the Board have been able to State stock, and every tax-payer in the Com- of it to pass out before reaching Bristol, for the purpose of saving freight to the transporters, it Its effects upon the interests of the State at furnishes no reason why she should lose any of ceipts \$760,148 48; making the aggregate cost large, in diminishing her commerce and depre-of the whole line, contemplated by the act of in-ciating the value of her canals and railroads, fit of such trade. Should the Legislature dicorporation to be surrendered to said company, would be difficult to estimate. Vitally import-rectly authorize the connection, the interest of \$4,548,906 29; and the sum necessary to com- ant, however, as the Board view this subject, as the State, in her tolls, should be well secured. so that all trade passing through the same be sioner, of \$121,750 33. Of the net revenue, subject to such tolls as she may find it her in \$25,345 41 have been paid into the State Treaterest to impose.

pay a certain rate of toll per mile for each passenger-the State having no control over the 000 00. rate of fare.

ceived a specific part of the fare as their com- that part of it at an early period of the ensuing pensation, and all above that sum was paid to the State. In this contract there was a stipulation in regard to the rate to be charged to passengers, but from some cause the arrangement did not seem to meet public approbation, and was abandoned.

The system now existing was in operation when the present Board entered on their duties. The experience of the past year has satisfied them, that it is not the most profitable one to the State, as in their opinion she does not receive a full proportion of the amouat paid by those who pass over the road.

On this subject the Board would respectfully refer the Legislature to the annual report of the intelligent and very efficient superintendent of the road, in whose views they entirely concur. It is confidently believed, that if cars were placed on the road by the State, she would gain in an excess of \$36,276 01 above those of the preceding year. The receipts were all required preceding year. The receipts were all required the preceding year. stock required. The authority to place cars on the road, and to use a portion of the motive power fund for that purpose, is therefore, carnestly stock; and a debt previously incurred for like recommended to the immediate consideration of objects, estimated to be about \$10,000 00, still rethe Legislature.

The tonnage reports from some of the principal officers, will shew a considerable increase of business during the past year on the public works, over the preceding one. What it may be during the coming year is of course altogether conjectural, but it is not believed it will be in the same ratio of the one just closed The unfortunate destruction of the railroad bridge, at Harrishurg, may, to some extent, have an unfavorable influence on the business of the Philadelphia and Columbia railroad. The opinion is enter tained that there will be a fair increase in the articles of coal, iron, and other productions of the State; and should the trade on the Main line not be injured by a diversion to the Erie extension and other rival routes, or by interruptions to the navigation that cannot be foreseen, there is no try.

### MICHIGAN.

The Albany Argus says of the public works of Michigan:

As these topics are interesting to the citizens of New York, we give the following summary

The Central road was finished to Marshall

The Board are further of opinion, if this con- of repairs and running the cars during the same contractors have, however, continued their work nection be authorized, the State should secure period was \$89,419 51, leaving a net profit, acthe entire control of the out-let lock at Easton, cording to the statement of the acting Commissury, \$57,424 53 paid for iron, and the balance. Flint River below the village of Flint. The interests of the Commonwealth require except about \$3000 on hand, mostly expended unusual high state of water during most of the that some change should be made in regard to in the increase of stock and further improves season in all our rivers afforded facilities for carrying passengers over the Philadelphia and ment of the facilities of the road, in the con-Columbia railroad. At present the cars in which struction of side tracks, and building a ware-they are carried are owned by individuals, who house at Detroit. The board estimate the residuals of the cars in which struction of side tracks, and building a ware-they are carried are owned by individuals, who ceipts on this work the ensuing year at \$275,-

This road is also mostly graded from Mar-In 1843, they were carried under a contract shall to Kalamazoo, a further distance of 36 with a company who furnished the cars and re- miles, and will be ready to receive the iron on season. The state would meet with but little in Blanch county, and Sturgeon Lake in St. Jodifficulty in obtaining the necessary supply of iron, but for the high price of that article, caused the Flint, have been made with advantage the by the tariff of 1842, the cost of the quantity wanted to lay the track between the places named being increased, in consequence, little at a low stage of water, have been necessarily less than thirty thousand dollars. It is confidently believed, however, notwithstanding its enhanced price, that the iron can be obtained existed the last two years, will no longer pre-without further legislative action upon the subject, and the road made available to Kalamazoo before the close of the current year. A further required for the erection of buildings at the several stations and for construction of the necessary side tracks.

The whole amount of receipts upon the sent debt of the state, and and have been expended in running cars, in re pairs of the road and in the further increase o mains unnaid.

The road being in a dilapidated condition a the commencement of the year and its stock being insufficient, the expenditures that have been made were anticipated, and the legislature, at its last session, advised of their necessity. The improvement of the harbor at Monroe, affording, as it does, greater facilities to commerce, the present good condition of the road and the increased quantity of its stock, now valued above \$50,000. all warrant an estimate of receipts upon this work the ensuing year, greatly exceeding that of any preceding one; and it is confidently believed, that besides paying current expenses, the revenue will be sufficient to pay a portion of the indebtedness contracted by the board for iron.-The cost of the iron purchased for this road, under the act of February 21, 1843, including two reason to doubt an increase on all the public locomotives, was \$58,612 74, of which \$45,006 Due from Detroit and Pontiac rail works, corresponding with that of the growing 94 have been paid from receipts from the Cenwealth, population, and prosperity of the countral road, and the balance being \$13,605 80, remains a charge upon the future proceeds of the public works, and is part of the debt abovementioned. The Board estimate the receipts on the Southern road at \$100,000 the present

Contracts for the completion of the Clinton & Kalamazoo Canal, between the villages of Rochester and Frederick, were made in the spring, in of the present condition of the public works, accordance with the provisions of the Acts of They show a steady progress during the last March 1, 1843, and of March 2, 1844, at a price not exceeding the estimates of a competent en-The Central road was finished to Marshall gineer, and for a sum less than the appropriation about the 10th of August last, and since that made. In the progress of the work it has been time has been in use between Detroit and that found that, by reason of subsequent dilapidation,

relying on the legislature for recompense of their labor, by a further appropriation.

Contracts were also made, during the summer, for the improvement of the navigation of the making the improvements required in this stream, which consisted mostly in the removal of the flood-wood that had accumulated at various points; and the work has progressed to the satisfaction of the board, and its entire completion may be expected according to the terms of the contracts.

The necessary improvements in the navigation of the St. Joseph river, between Union city seph county, being of the character required upon past season; but the improvements needed below that lake, being such as can only be made postponed until the ensuing summer, when it is hoped that the causes of delay, which have

Gov. Barry is evidently in favor of selling the public works, believing that this would be small appropriation of 20,000 acres of land is the best means to wipe out the state debt, and at the same time, to finish the Central Railroad to St. Joseph.

The Message contains a summary of the present debt of the state, and the means of pay ment, showing the following results:

	Ditto unfunded debt. do.	\$3,355,242 721,934	
of e	Total debt of the state,	84,077,177	38
-	RESOURCES.		
	Central railroad, cost to Dec. 1,		-
ıt			
2	Southern do. do. do. 936,295 00	\$2,778,603	00
3	Ten per cent. added for interest,		
-			
s			00
-	Palmyra and Jacksonburg rail-		
d		. 30,000	00
,	Locomotives and cars on Central		
8	rail-road, \$110,000 00		
	Do. on Southern do. 51,000 00		
١,	Materials on other		
-	works, - 500 00		
-		161,500	00
-			+
	Total value of railroads and fix-		
0	thres at cost,	\$3,247,963	00

rpad company,	130,000	UU
Value of unsold internal improve-		
ment lands at a minimum price	467,500	00
Salt Spring lands, 72 sections at		
\$2 per acre	92,160	00
Taxes uncollected and cash on		
hand,	179,000	00
Assets of Michigan State Bank		
and other assets estimated	33,377	00

Total available resources of the \$4,150,000 00

Excess of resources over liabilities, \$72,822 62

SMITH'S PATENT WIRE ROPE.-H. M.'s place, a distance of 110 miles. The total a greater amount of labor is required than had steam-frigate Penelope, from 16th Sept., 1843, to amount of receipts the past year was \$211,169 been estimated, and that in consequence. the 5th July, 1844, had steamed and sailed 14,256 84, of which \$83,551 03 was for passengers, object of the acta named cannot be fully carried nautical miles; the Patent Wire Rope Rigging and the balance for freight. The whole expense into effect without additional legislation. The answers exceedingly well.—Hampshire Tel.

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atent Elastic Pav	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canals. 1,432 113 720 100 3,000 118 3-4 4,000 160 500 100	80 7 1-2 10 50 100 14 79 10 100 20	70 180 180 150 151 151 151 151 151 151 151 151 15	Stourbr Strouds Swanse Severn Trent s Thames Warwis Warwis Stourbr Strouds Severn Warwis Severn Strouds Severn Severn Strouds Severn S	water	30 20 53 v 3,76 2,60 8,14 m 5,00 Water 4,80 4,43	150 100 2 26 1-2 50 19 1-4 100 100 Works	150 100 26 1-2 50 19 1-4 100 100	19 15 5 1-2 65 499  10 1-2 8 1-2 125 3 5- 8 222	0   360 0   240 0   30 5   10 7   2 3   225
Patent Elastic Pav	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canals 1,432 113 720 100 3,000 18 3-4 4,000 160 500 100 460 do.	8v. 4 100 14 100 14 79 10 100 20 100 24	70 180 180 150 150 150 150 150 150 150 150 150 15	Stourbr Strondy Strondy Swanse Severn Trent s Thame Warwi Warwi U Strondy Severn Trent s Thame General Severn Severn Trent s Thame General Severn Trent s Trent s Trent s Trent s Trent s	water	30 20 533 vv 3,76 2,60 8,149 m 2,00 98 Water 4,80 4,43 5,50	150 100 2 26 1-2 50 19 1-4 100 100 Works 25 100 av.	150 100 26 1-2 50 19 1-4 100 100	19 15 5 1-2 65 499 10 1-2 8 1-2 123 3 5 2 8 22 7 1-4	0   360 0   240 0   30 5   10 7   2 8   225
Patent Elastic Pav	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canals, 1,432 113 720 100 3,000 118 3-4 4,000 160 500 100 460 do. 600 do.	60 57 71-2 10 50 100 100 100 100 100 100	70 77 180 18 150 16 16 250 25 105 100	Stourbr Strouds Swanse Severn Trent a Thames Warwing Warwing S Birming East L C G Grand New Richard Stourbr Stroub	water	30 20 20 20 20 20 20 20 20 20 20 20 20 20	150 100 2 26 1-2 50 19 1-4 100 100 Works 25 100 av.	150 100 26 1-2 50 19 1-4 100 100	19 15 5 1-2 65 49 65 10 1-2 16 8 1-2 12 3 5 8 22 7 1-4 8 2 1-2	0   360 0   240 0   30 5   10 7   2 2   25 3   90
Patent Elastic Pav	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canals 1,432 113 720 100 3,000 18 3-4 4,000 160 500 100 460 do.	av. 4 100 14 79 10 100 20 do. 32	70 180 180 150 150 150 150 150 150 150 150 150 15	Stourbr Stroubd Stroubd Stroubd Stroubd Severn Trent s Thank Warwing Warwing Stroub St	water	30 200 53: v. 3,76: 2,600 8,148: m. 1,000 98: Water 4,803 4,43: 5,500 1,500 6,488	150 100 26 1-2 50 19 1-4 100 100 Works 25 100 av.	150 100 26 1-2 50 19 1-4 100 100	19 15 5 1-2 65 	0   360 0   240 0   30 5   10 7   7 2   20 3   20 3   3   20 3   3   3   90 7   57 6   55
Patent Elastic Pav. Peninsular and Oriental. Politto Polytechnic Institution. Reversionary Int. Soc. Rail Steam Packet. Pour Steam. Parent Packet.	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100  Canals 1,432 113 720 100 3,000 118 3-4 4,000 160 500 100 460 do. 600 do. 231 do. 1,297 400 1-2 11,600 100	8v. 4 100 14 79 10 100 20 do. 32 40 1-2 4 100 7	70 77 180 18 160 150 105 105 105 105 162 162 162	Stourbr Stroubd Stroubd Stroubd Stroubd Severn Trent s Thank Warwing Warwing Stroub St	water	30 20 20 20 2,60 8,144 3,60 4,80 4,433 5,50 1,50 6,486 1,00 8,294	150 100 2 26 1-2 50 19 1-4 100 100 <b>Works</b> 25 100 av. av.	150 100 26 1-2 50 19 1-4 100 100 25 100 41 2-3	19 15 5 1-2 65 49 65 10 1-2 16 8 1-2 12 3 5 8 22 7 1-4 8 2 1-2 8 3-8 5 5	0   360 0   240 0   30 5   10 7   7 2   20 3   20 3   3   20 3   3   3   90 7   57 6   55
Patent Elastic Pav. Peninsular and Oriental. Polytechnic Institution. Reversionary Int. Soc. L. Mail Steam Packet. Outh Western Steam. hip Owners' Towing. Phames Tunnel. Iniversity College.  Shby de la Zouch. arnsley. Irmingham, 1-16 hare. O. and Liverpool Junct. oventry. romford. Parkers A. Steam Packet. Orth and Clyde. Frand Junct. Frand Surrey.	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100  Canals, 1,432 113 720 100 3,000 118 3-4 4,000 160 500 100 460 do. 600 do. 231 do. 1,297 400 1-2 11,600 100 1,500 do.	8v. 4 100 14 79 10 100 20 100 24 do. 32 40 1-2 100 32 40 1-2 100	70 77 180 18 160 150 105 105 105 105 105 105 105 105 10	Stourbr Strouds Swanse Swern Trent a Thames Warwing Warwing S Stourbr Strough Strough S Stourbr Strough S Swanse Strough S Swanse Strough S Swanse Strough S Swanse S S Swanse S Swanse S S Swanse S Swanse S S Swanse S S Swanse S S S S S S S S S S S S S S S S S S S	water	30 20 20 20 2,60 8,14 m. 2,00 4,80 4,43 5,50 1,50 6,48 1,00 8,29	150   100   26 1-2   50   19 1-4   100   100   100   xv.   av.   av.	150 100 26 1-2 50 19 1-4 100 100 41 2-3 30 100 63 5-8	19 15 5 1-2 65 49 	0   360 0   240 30   30 7   7 2   10 7   2   10 10 10 10 10 10 10 10 10 10 10 10 10 1
Patent Elastic Pav. Peninsular and Oriental. Peninsular and Oriental. Polytechnic Institution. Reversionary Int. Soc. Reversionary Int. Reversionary Int	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100  Canals.  1,432 113 720 100 3,000 118 3-4 4,000 160 500 100 460 do. 231 do. 1,297 400 1-2 11,600 100 1,500 do. 5,000 do.	8v. 4 100 14 79 10 100 20 do. 24 do. 32 40 1-2 4 100 7 do	70 70 180 18 150 13 1-2 15 365 250 256 105 100 440 444 440 162 162 20 8	Stourbr Strouds Swanse Swern Trent s Thames Warwing Warwing Stourbr Strough St	water	30 20 20 20 20 20 20 20 20 20 20 20 20 20	150   100   26 1-2   50   19 1-4   100   works   25   100   av.   av.   cks.	150 100 26 1-2 50 19 1-4 100 100	19 15 5 1-2 65 499  10 1-2 16° 8 1-2 123 3 5- 8 222 222 7 1-4 2 1-2 8 3-8 5 5 6 5-8 126 3 , 100	0   360 0   240 30   30 5   10 7   2   2   3   2   2   3   3   2   2   3   3
Patent Elastic Pav. Peninsular and Oriental. Politto Polytechnic Institution Reversionary Int. Soc Mail Steam Packet Bouth Western Steam Chip Owners' Towing Chames Tunnel Iniversity College Ishby de la Zouch Paringham, 1-16 hare Iniversity College Promford	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100  Canals 1,432 113 720 100 3,000 118 3-4 4,000 160 500 100 460 do. 600 do. 231 do. 1,297 400 1-2 11,600 100 1,500 do. 5,000 do. 749 150	60     10   50   100     100   14   79   10   100   20   do.   150   8	70   70   180   180   160   150   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   16	Stourbr Stroubdy Swanse Severn Trent a Thames Warwing Warwing Go Grand Source Wark 11-2 West March Commer Source Strouble Stroubl	water	30 20 20 2,60 2,60 8,148 3,76 2,60 98 <b>Water</b> 4,80 4,43 5,50 1,50 6,48 1,00 8,294 1,00 1,00 1,00	150   100   26 1-2   50   19 1-4   100   works   25   100   av.   av.   cks.   100   sto.	150 100 26 1-2 50 19 1-4 100 100 41 2-3 30 100 63 5-8	19 15 5 1-2 65 10 10 1-2 16° 8 1-2 125 3 5- 22 22 1-2 8 3-8 5 6 5-8 126 5 1-4 137	0 360 0 240 30 5 10 7 7 10 10 10 10 10 10 10 10 10 10 10 10 10 1
catent Elastic Pav	15,000 100 4,000 25 3,000 10 4,000 50 1,500 100  Canals.  1,432 113 720 100 3,000 118 3-4 4,000 160 500 100 460 do. 231 do. 1,297 400 1-2 11,600 100 1,500 do. 5,000 do.	60     10   50   100     100   14   79   10   100   20   do.   150   8	70 70 180 18 150 13 1-2 15 365 250 256 105 100 440 444 440 162 162 20 8	Stourbr Stroubdy Swanse Severn Trent a Thames O Warwing Warwing Sand Strough S	water	30 20 20 20 2,60 8,144 3,00 4,433 5,50 1,50 6,486 1,00 8,294 1,005	150 100 100 26 1-2 50 19 1-4 100 Works 25 100 av. av. av. av. sto.	150 100 26 1-2 50 19 1-4 100 100 41 2-3 30 100 63 5-8	19 15 5 1-2 65 499  10 1-2 16° 8 1-2 123 3 5- 8 222 222 7 1-4 2 1-2 8 3-8 5 5 6 5-8 126 3 , 100	0 360 0 240 0 30 5 10 7 7 2 2 2 2 3 2 2 5 3 2 2 5 5 5 5 127

AN AN	IERICA	M STAT	E WOR	TEG ILL	ID CAN	The s		• .	-	1.	
STATE WORKS.	Lengt in mile		Income	43. Expend		44.	13 m	e State C	anais a	e all 4 feet deep, and 80 to 90 feet in	and the lock
Y.   1 Black river canal-(4 years' deficiencie		2,066,28		Expend	Income.	Expenu.				llowed on the	
" 2 Cayuga and Seneca—(14 years' def.)		419.83		10.953			cies	nor are	the s	x millions paid	from an
" 3 Champlain canal	64	1,257,60		3			and	salt du	ties in	cluded, princip	al or inte
" 4 Chemung—(11 years' def.)	23	1,012,68					The	Geness	ee valle	y and Black r	ver canals
" 5 Chenango (7 years' det.)	97	3,267,59		15,967		:	quire	e large s	unis fo	their completi	on, the int
" 6 Crooked lake—(10 years' def.)	363	263,95								reater than the	
" 8 Genessee valley—(5 years def.)	120	4,167,84	6 1,880,316				mate	d costs	re #2	nals when finish 000,000 and \$6	M AM and
" 9 52 miles opened, cost \$1,500,000		2,10,,02	12,299	13.819			estin	nated in	comes.	from the total	expenditur
" 10 Oneida lake-(4 years def.)	6	85,089		2,239			\$5 5	53,000 a	nd \$2,	400,000 are \$39	,000 and \$
" 11 Oswego - (14 years' def.)	38	882,399	29,147	22,742			000	respectiv	ely.		
Pa. 12 Beaver division canal					7,381	5,386	T	he total	receip	ots for 1843 we	re \$1,019,
" 13 Delaware canal							for I	814 \$1,	164,32	b, and the cost	about 30
" 14 French creek	45				• • • • • • • • •				4 - Can	1011 6-11	-
" 16 Columbia railroad.					113 336	205,067			ns for	1844 are as follo	578
17 Portage railroad	36				179 781	138,915	Rail	mad tolls			- 252
" 18 Susquehanna division zanal	39				351.102	248.943	Moti	ve powe	r,		319
19 Juniata canal	130						Truc	ks,	-		- 13
20 Western division canal	105						110	otai recei	ipts, -		\$1,164
21 North branch Susquehanna canal	73				101,949	57,633	of w	hich \$5	85,922	is from 118 mi	les of railr
22 West branch Susquehanna canal	72				••••		and ;	\$578,404	from	550 miles of ca	nal.
Year ending 30th Nov		047 000	4 950		4.000		Tr	o cenal	of ()	in and automat	l here man
25 Miami canal.		947,670		38,826	74.904		tato	f 5 1-9	mills.o	nie are supported n the dollar.	There are
26 Miami extension.			8 901	30,020	12.053		miles	of cana	l in the	State, which y	ielded in 1
27 Muskingum		1,602.018	23,167		28,241		\$471	,623, and	d in 18	44 \$515,393, th	e cost. 1st .
28 Ohio	310	4,600,000	322,754	123,398	338,267		'43 b	eing \$15	5,577,2	33. The increa	ase of '44
29 Wabash		2,955,270	35,922	6,400	49,267		'43 is	only \$4	13,770,	though the year	ar '44 has
July wainonding		607,269					hibite	ed a grea	iter inc	rease throughou	ut the cou
31 vv estern road		255,014						ever bef			
1. 32 Sundry works		11,000,000								on sundry wor	ks yield no
33 Maume canal		10 000 000						whatev		ch.] railroad su	morte iteal
h. 35 Central railroad	2	10,000,000	149 987							ern road, and	
36 Southern railroad	68	2,776,297	24.064	7.907			mean	s for its	own e	xtension.	
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CANALS.	Length	Cost.	1843.	pe	Inc Inc	344. ome.	Div.	Value		REMARK	s.
Plantatana	miles.		Gross.			Nett.	dent.	stock.	4		
BlackstoneBald Eagle Navigation		400,000		••••							
Beaver and Sandy (part)	. 20	1,000,000]				
Beaver and Sandy, (part)		1,000,000							We	may, perhaps, a	t some fu
Champalia and Ohio	104										
Chesapeake and Onio	104	12,370,470	47,637							enabled to giv	e the part
Chesapeake and Ohio	. 12	300,000	47,637						time be	all these canals	. The C
Conestota	. 12	300,000	47,637						time be lars of apeake	all these canals and Ohio can	. The C
Conesiota Delaware and Chesapeake Schuylkill	. 12 . 13 . 108	300,000	47,637 279,795 10	2,221				33	time be lars of apeake comple	all these canals and Ohio can te to the coal m	. The Claim is not ines, hence
Conesiota Delaware and Chesapeake Schuylkill Farmington	. 12 13 108	300,000	47,637 279,795 10	2,221				33	time be lars of apeake comple trifling	all these canals and Ohio can te to the coal m income. The	The C al is not ines, henc Morris
Conestota Delaware and Chesapeake Schuylkill Farmington James niver and Kenhawa.	12 13 108	300,000	47,637 279,795 10	2,221				33	time be lars of apeake comple trifling been la	all these canals and Ohio can te to the coal m income. The tely sold for one	The C al is not ines, hence Morris million, o
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex	12 13 108	300,000	47,637 279,795 10	2,221				33	time be lars of apeake comple trifling been la fourth	all these canals and Ohio can te to the coal m income. The tely sold for one of its original	The C al is not ines, hence Morris million, c cost.
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan	12 13 108	300,000 3,500,000 200,000 2,900,000	47,637 279,795 10 99.623 5	2,921				33	time belars of apeake comple triffing been la fourth from 1	all these canals and Ohio can te to the coal m income. This coal for one of its original kill canal stoe 0 to 50. The	. The C al is not ines, hence Morris million, c cost. k has fal profits are
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark	. 12 13 108 . 10 . 10 . 43	300,000 3,500,000 200,000 2,900,000 300,000	47,637 279,795 10 1 1 99,623	3,327				33	time belars of apeake comple triffing been la courth schuyl from 1	all these canals and Ohio can te to the coal m income. The tely sold for one of its original kill canal stoce	. The Class is not ines, hence Morris million, cost. To k has fal profits are
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water	. 12 . 13 . 108 	300,000 3,500,000 200,000 2,900,000 300,000 2,900,000	47,637 279,795 10: 99,623 5:	3,327				33	time belars of apeake comple triffing been la courth schuyl from 1	all these canals and Ohio can te to the coal m income. This coal for one of its original kill canal stoe 0 to 50. The	. The Class is not ines, hence Morris million, cost. Tok has fal profits are
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union!	. 12 . 13 . 108 	300,000 3,500,000 200,000 2,900,000 300,000 2,900,000 2,000,000	47,637 279,795 10: 99,623 5:	3,327				33	time belars of apeake comple triffing been la courth schuyl from 1	all these canals and Ohio can te to the coal m income. This coal for one of its original kill canal stoe 0 to 50. The	. The C al is not ines, hence Morris million, c cost. k has fal profits are
Conesiota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris	. 12 . 13 . 108 	300,000 3,500,000 200,000 2,900,000 300,000 2,900,000	47,637 279,795 10: 99,623 5:	3,327				33	time belars of apeake comple triffing been la courth schuyl from 1	all these canals and Ohio can te to the coal mincome. This coal for one of its original kill canal stoe 0 to 50. The	. The Coal is not ines, hence Morris million, cost. k has fa profits are
Conesiota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit Delaware and Raritan Southwark Tide Water Union!	12 13 108 108 10 43 45 80 101	300,000 3,500,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	47,637 279,795 10 299,623 53	3,327				28	time belars of apeake comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can te to the coal me income. The tely sold for one of its original kill canal stoe 0 to 50. The paying off deb	. The Coal is not ines, hence Morris million, cost. k has fa profits are
Conesiota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris	12 13 108 108 10 43 45 80 101	300,000 3,500,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	47,637 279,795 10 299,623 53	3,327		Width of	canal	28	time belars of apeake completrifling been la fourth Schuyl from 15 blied to	all these canals and Ohio can te to the coal minome. This tely sold for one of its original stoe to 50. The paying off deb	. The C al is not ines, hence Morris million, c cost. k has fal profits are
Conesiota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris* Dismal Swamp CANADIAN CANALS.	12 13 108 108 10 43 45 80 101	300,000 3,500,000 2,900,000 300,000 2,900,000 2,900,000 1,000,000	47,637 279,795 10: 99,623 5: Length of chamber.	2,221	ks. Depth on mitre sill.	Width of Bottom. S	canal	28 Estima	time belars of apeake comple comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can the to the coal me income. The tely sold for one of its original kill canal stoe 0 to 50. The paying off deb	The C al is not ines, hence Morris million, c cost. k has fal profits are ts.
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal	12 13 108 . 108 . 10 . 43 . 45 . 80 . 101 . Length, in miles.	3,500,000 3,500,000 2,900,000 3,000,000 2,900,000 1,000,000 No. of Locka, in fee	47,637 279,795 10 2 99,623 5 4 Length of chamber.	2,221	ks. Depth on mitre sill. feet.	Width of Bottom. 8	canal burface feet.	28	time belars of apeake comple comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can the to the coal me income. The tely sold for one of its original kill canal stoe to 50. The paying off deb	The Clad is not incs, hence Morris million, cost. The cost incs are the cost. The cost incs are the cost
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal Lain trunk from Port Colborne to Port Dalhous	12 13 108 108 10 43 45 80 101	300,000 3,500,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 No. of Locka, locka. in fee	47,637 279,795 10: 2 99,623 5: Length of chamber. feet. 150	2,221	ks. Depth on mitre sill. feet. 8 1-2	Width of Bottom. 8 feet. 45	canal parface feet.	28 Estima	time belars of apeake comple comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can te to the coal m income. The tely sold for one of its original store to 50. The paying off deb	The Class is not inces, hence Morris million, cost. The cost. The cost is million, cost. The cost is a cost in the cost is a cost in the c
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal [ain trunk from Port Colborne to Port Dalhous unction branch to Dunville (not add)	12 13 108 	300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Locka locka. in fee	99,623 5: Length of chamber. feet. 150 150	2,221 3,327 Width. feet. 26 1-2 26 1-2	ks. Depth on mitre silt. feett. 8 1-2 8 1-2	Width of Bottom. 8 feet. 45	canal surface feet. 81	28 Estima	time belars of apeake comple comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can to to the coal me income. The tely sold for one of its original kill canal store to 50. The paying off deb	The Clal is not ines, hence Morris million, cost. k has fal profits are ts.
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal Lain trunk from Port Colborne to Port Dalhous anction branch to Dunville food creek branch to Port Maitland below.	12 13 108 . 108 . 100 . 100 . 43 . 45 . 80 . 101 	300,000 3,500,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 No. of Locka, locka. in fee	47,637 279,795 10: 2 99,623 5: Length of chamber. feet. 150	2,221	ks. Depth on mitre sill. feet. 8 1-2	Width of Bottom. 8 feet. 45	canal parface feet.	28 Estima	time belars of apeake comple comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can to to the coal me income. The tely sold for one of its original kill canal store to 50. The paying off deb	The Clal is not ines, hence Morris million, cost. It k has fal profits are ts.
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp CANADIAN CANALS. The Welland canal Lain trunk from Port Colborne to Port Dalhous anction branch to Dunville road creek branch to Port Maitland The St. Lawrence canal	12 13 108 108 101 43 45 80 101 Length inites.	300,000 3,500,000 2,900,000 300,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Locka in fee	99,623 52 Length of chamber feet. 150 200	2,221 3,327 Width. feet. 26 1-2 45	bepth on mitre sill. feet. 8 1-2 8 1-2 9	Width of Bottom. 8 feet. 45	canal urface feet. 81 71 85	28 Estima	time belars of apeake comple comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can te to the coal m income. The tely sold for one of its original stoe to 50. The paying off deb	The Class is not inces, hence Morris million, cost. The cost are to cost and
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp CANADIAN CANALS. The Welland canal lain trunk from Port Colborne to Port Dalhous unction branch to Dunville road creek branch to Port Maitland below. The St. Lawrence canal alops and Port Cardinal	12 13 108 108 10 45 80 101 Length, in mites. sic 28 cd 21 1 1-2	300,000 3,500,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 No. of Locka in fee 31 328 1 6 1 6 2 7	47,637 279,795 10 299,623 55 Length of chamber feet. 150 200	2,921 3,327 3,327 Width. feet. 26 1-2 26 1-2 45	bepth on mitre sill. feet. 8 1-2 8 1-2 9	Width of Bottom. 8 feet. 45 35 45	canal purface feet. 81 71 85	28 Estima 3,948,5	time belars of apeake comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can to to the coal me income. The tely sold for one of its original kill canal stor 0 to 50. The paying off deb	The Class is not inces, hence Morris million, cost. The cost are to cost and
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal Iain trunk from Port Colborne to Port Dalhous anction branch to Dunville road creek branch to Port Maitland The St. Lawrence canal alops and Port Cardinal apid Plat.	12 13 108 108 101 43 45 80 101 Length; in miles. sie 28 ed 21 1 1-2	300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 1 6 2 7 2 11 1-	47,637 279,795 10 299,623 55 Length of chamber feet. 150 200 200 200	2,221	be. Depth on mitre sill. feet. 8 1-2 9 9 9	Width of Bottom. 8 feet. 45 35 45	canal arface feet. 81 71 85 90 90	28 Estima	time belars of apeake comple criffing been la fourth Schuyl from 15 blied to	all these canals and Ohio can the to the coal me income. The tely sold for one of its original kill canal store to 50. The paying off deb comparing off deb	The Clal is not ines, hence Morris million, cost. It was fall profits are ts. ave no repotember 18 to take mare that the market to give the cost and e ever points.
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal lain trunk from Port Colborne to Port Dalhous nection branch to Dunville road creek branch to Port Maitland The St. Lawrence canal alops and Port Cardinal apid Plat. arren's point.	12 13 108 	300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1-1 1 3 1-	99,623 5: 279,795 10: 99,623 5: Length of chamber. feet. 150 150 200 200 200 200 200 200	2,221 3,327 Width. feet2 26 1-2 45 45 45	Depth on mitre sill. feet. 8 1-2 9 9 9 9 9	Width of Bottom. 8 feet. 45 45 45 50 50 50	canal urface feet. 81 71 85	28 Estima 3,948,5	time belars of apeake complexifiing been la fourth Schuyl from 15 blied to	all these canals and Ohio can te to the coal m income. The tely sold for one of its original kill canal stoe to 50. The paying off deb to 1843. 1843. We have since Sequent and are in regular sequents sequents and are in sequents. 973 lished. About	The Clad is not incs, hence Morris million, cost. The cost are ts. ave no reportember 18 tot aware the cost and e ever pt million.
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Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal fain trunk from Port Colborne to Port Dalhous unction branch to Dunville road creek branch to Port Maitland The St. Lawrence canal alops and Port Cardinal apid Plat. arren's point. harnois, do. Coteau, Cedars and Cascades road hine, do. Lachine rapids. Total from lake Erie to the sea.	12 13 108 108	300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 5 7 525	279,795 10	2,221 	ks. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 45 50 50 100 80 80 80	canal urface feet. 81 71 85 90 90 150 120 120	28 Estima 3,948,5 672,4 865,3 1,190,0 old can, 1,001,3	time belars of apeake comple criffing been la fourth Schuyl from 15 blied to 22 2,48	and Ohio can to to the coal me to the coal me income. The coal me income and coal me income to the	The C all is not inces, hence Morris million, c cost. is has fall profits are its. Ave no reportember 18 tot aware to tatements to give to cost and e ever plant and e ever plant at a million of the cost. '43. Grant '43. Sho in 82 miles
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Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa. Middlesex Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal fain trunk from Port Colborne to Port Dalhous unction branch to Dunville froad creek branch to Port Maitland The St. Lawrence canal salops and Port Cardinal tapid Plat. arren's point. nwall, passing the Long Sault rapids harnois, do. Coteau, Cedars and Cascades road hine, do. Lachine rapids. argement of do. Total from lake Erie to the sea. mbly	12 13 108 108 108	300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 1 6 2 7 11 6 1 6 2 7 2 11 1 3 1-7 48 9 82 1-5 5 44 1 5 7 5 525 9 74	279,795 10 279,795 10 399,623 55 Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	2,221 3,327 Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45	Bepth on mitre sill. feet. 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 50 50 100 80 80 80 1844	canal urface feet. 81 71 85 90 90 150 120 120	28 Estima 3,948,5 672,4 865,3 1,190,0 old can,1,001,3 200,0	time belars of apeake complex complex in the complex of the comple	ended in 1843. We have beed since Sequenter and lished. About 5,663 5,426 6,000 6,00	The Classis is not the contember 18 to taware the cost and it ever put a million expended. '43. Green' '43, \$10 to 182 miles
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp CANADIAN CANALS. The Welland canal fain trunk from Port Colborne to Port Dalhous unction branch to Dunville froad creek branch to Port Maitland below. The St. Lawrence canal salops and Port Cardinal tapid Plat. arren's point. nwall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades road hine, do. Lachine rapids. argement of do. Total from lake Erie to the sea. mbly COAL COMPANIES.	12 13 108 109 100 43 101 100 101 100 1	300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 1 6 31 328 1 6 1 6 2 7 2 11 1-1 3 1-7 48 9 82 1-5 44 1-5 7 525 9 74	47,637 279,795 10 99,623 55 150 150 200 200 200 200 200 200 200 2	2,221	bepth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Width of Bottom. 8 feet. 45 35 45 50 50 100 80 80 80 1844. Income	canal urface feet. 81 71 85 90 90 150 120 120	28 Estima 3,948,5 672,4 865,3 1,190,0 old can 1,001,3 200,0 Div. V	time belars of apeake complex of the	and Ohio can to to the coal me to the coal me income. The coal me income and coal me income to the	The Classis is not the contember 18 to taware the cost and it ever put a million expended. '43. Green' '43, \$10 to 182 miles
Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union! Morris Dismal Swamp. CANADIAN CANALS. The Welland canal fain trunk from Port Colborne to Port Dalhous unction branch to Dunville froad creek branch to Port Maitland The St. Lawrence canal islops and Port Cardinal apid Plat. arren's point. nwall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades road hine, do, Lachine rapids. Total from lake Erie to the sea. mbly COAL COMPANIES.	12 13 108 109 100 43 45 80 101 Length in ites 22 4 3-4 11 1-2 4 11 1-2 1-1 11 1-4 8 1-2 1-1 12 1-2 1-1 12 1-1 13-4 14 15 166 12 12 1-2 1-2 1-3 1-4 11 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4	300,000 3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 1 6 1 31 7 48 9 82 1- 1 48 9 82 1- 5 44 1- 57 525 9 74	47,637 279,795 10 99,623 55 150 150 200 200 200 200 200 200 200 2	2,221	Depth on mitre sill. feet. 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45 50 50 100 80 80 80 1844. Income	canal nrface feet. 81 71 85 90 90 150 120 120	28 Estima 3,948,5 672,4 865,3 1,190,0 0ld can 1,001,3 200,0	time belars of apeake comple criffing been la fourth Schuyl from 15 blied to Exp 12, 2, 48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ended in 1843. We have beed since Sequenter and lished. About 5,663 5,426 6,000 6,00	The Clad is not ines, hence Morris million, o cost. It is not ines, hence o Morris million, o cost. It is has fall profits are ts. Ave no reported to the more than the cost and the ever pt a million of the cost and the cost and the ever pt a million of the cost and the ever pt a million of the cost and the ever pt a million of the cost and the ever pt a million of the cost and the ever pt a million of the cost and the ever pt a million of the cost and the ever pt a million of the cost and the

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	RAILROADS.		miles.	Cost.	Gross.	Nett.	per cent.	Gross.		per cent.	of etock.	REMARKS.
e.	Illnel'd. in "Bost. & Me." &											We have no returns from the Mai
H	2 Concord									13.		or New Hampshire roads.
58	3 Boston and Maine		109	1,384,050							108	The annual reports of the Massach
	4 Boston and Lowell 5 Boston and Providence		28 41	1,863,746 1,900,000	022 200	110 999	8				120 109	setts roads will soon be out. The crease for '44 is very great; the recei
	6 Boston and Worcester		48	2,885,200							120	of the Western road being about \$85
	7 Berkshire		21	250,000			7					000.
-	8 Charlestown branch.			250,000			13					
1	9 Eastern		105	2,388,631	279,563	140,595	6				112	
	10 Fitchburg		0.10								109	
	11 Hartford and Springfield 12 Nashua and Lowell		25 1-2 14 1-2		81,079						120	
- 1	13 New Bedford and Taunton.		20		50.671						120	
	14 Norwich and Worcester		59	2,166,566						3	67	
	15 Taunton branch						8				118	
	16 West Stockbridge		3					.:				
	17 Western, (117 miles in Mas	.)		8,319,520	573,882	284,432	• • • •				92	
	18 Worcester branch		38	5,500							92	
n.	20 Housatonie,		74	1 244 123				150 000			32	
	21 Stonington, (year ending 1st	Sept.)	48	1,244,123 2,600,000	113.889			154,724	79.845		40	
V	22 Attica and Buffalo		31 1-2	268,275	45,896	7,522						
	23 Auburn and Rochester		78	11,727,361	189.693	112,000					110	Ithaca and Oswego and Catskill
	24 Auburn and Syracuse		26	743,931	86,291	27,334	• • • • •		:			Canajoharie roads were sold by the st
	25 Buffalo and Niagara			5 000 000		•••••					28	The former does little, the latter nothi
	26 Erie, (446 miles,) 27 Erie, opened		53	5,000,000							20	
	27 Ene, opened		26	2,200,000		40,000					65	
	29 Hudson and Berkshire			3,200,000								A CONTRACTOR OF THE CONTRACTOR
	30 Long Island		95	1,500,000							77	
	31 Mohawk		16 3-4	1,030,949	69,948	58,780				:	59	
	32 Tonnawanda		43	600,000	76,227	1						No. of the latest the second
	33 Troy and Greenbush		6	180,000								Part of the New York and Alban
	34 Troy and Saratoga		25 20 1-2	475,865	44,325	21,000		,				
	35 Troy and Schenectady 36 Schenectady and Saratoga		20 1-2		40 040	2 000				• • • •		
	37 Utica and Schenectady		78	300,000 2,124,013	277 164	180,000	9				131	
	38 Utica and Syraeuse		53	1.080.219	163,701	72 000						
	39 Camden and Amboy		92	3,200,000	682.832	383,880						
	10 Elizabethtown and Somervill		26	500,000								1
	11 Morris and Essex											-21
	12 New Jersey		34	2,000,000							93	
	12 Paterson		16	300,000							80	
	14 Beaver Meadow		26 46	1,000,000								,
	15 Cumberland valley 16 Franklin		10 1-9	1,250,000								
	47 Harrisburg and Lancaster		36									
	45 Hazleton branch											The costs of those roads marke
	49 Little Schuylkill		29	900,000								were taken from de Gerstner's rep
	50 Lykens valley											published in the Journal in 1840.
	51 Mauch Chunk	******	9 -	100,000								Control of the Contro
	52 Minehill and Schuylkill Hav											
	53 Norristown		20 30									
	55 Pottsville and Danville	*	29 1-2	1,500,000								- 1 - 1 -
-	56 Reading		94	9,000,000							22	
	57 Schuvlkill vallev		10	1,000,000								
	58 Williamsport and Elmira	1	25	400,000	20,000							
	59 Philadelphia and Baltimore.		93	4 400 000							22	
1.	60 Frenchtown	1	16	600,000 7,623,600 3,000,000 1,800,000								- +
d.	61 Baltimore and Ohio, (1st Oc	(.)	188	7,623,600	575,235	279,402		658,620	346,946		1 -	
	62 Baltimore and Susquehanna		58	3,000,000	127 000	W1 CO1		310 130	104 500		5	
	63 Baltimore and Washington. 64 Greensville and Roanoke	1	38 17 1-9	260,000	11,221	11,691		212,129	104,529		84	
•	65 Petersburg and Roanoke			766 000								
	66 Portsmouth and Roanoke		78 1.5	2 850.000		1				1		
	67 Richmond and Fredericksbu	rg	61 1-9	2 1,200,000)							
	68 Richmond and Petersburg	·	22 1-9	2 700,000)					1		
	69 Winchester and Potomac											
C.	70 Raleigh and Gaston			21,360,000								
~	71 Wilmington and Raleigh 72 Charleston and Hamburg			1,800,000					•••••			7
	73 Louisville and Cincinnati			800,000	0					8	1	
	74 Central			2,581,72	322753	2 93 100	0				1	
	75 Georgia		147 1	019 65A (XX	NOVE OF THE	สายเล	71	10.49 000	1147 50	2		1
a.	76 Tuscumbia	1	46					240,050		1		
	77 Lexington and Ohio		40	500,00	0					1		
	78 Little Miami		40	400,00	U							
	79 Mad river		40	400,00	0							
	80 Monroeville and Sandusky	1										
ch.	St Detroit and Pontiac.	1	25		• • • • • • • • • • • • • • • • • • • •							
	82 Trie and Kalamazoo.		33	150.00						1	• • • • • •	Pumband 6 the
u.	83 Madison and Indianapolis. 84 Champlain and St. Lawrence		56	152,00	J	10.00		58,000	04.00		110	Purchased from the state.
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SALES OF RAILROAD &				sday.								Saturday,	
NAME OF COMPANY.		Price.		Price.	Sh'ra	Price.	Sh'ra	Price.	Sh're	Price		Price.	
		A LICO.						Tite.	Sil 18.	A sace.		A I I Co.	
Old Colony					50	100 1-2					10	100	
Norwich and Worcester.		64 1-4	50	633-4	50				*****			64 1-	
			4		12	93	33		*****		40		
Western	50	711-4		34	150	68 1-2					30	34 1-7	
Long Island	204			103		102 1-2		102 1-2	12		- 00	105 1-	
Eastern										104			
Portland and Saco		119						981-2					
Boston and Worcester					88	118	1	1183-4					
Lowell		117			8	1171-2				117			
Reading						20 1-2			50	20 1-2			
Boston and Maine	9	,110			47	109 1-2							
Fitchburg			10	110							4	110	
Concord													
Taunton branch													
Nashna and Lowell													
Boston and Providence		1073-4			30	1071-2			64	107			
Reading bonds									1,000				
News Yorks							,		12,000	10	1		
Erie			25	261-4	260	26	325	25 1-2	195	25 3-4	100	25 1-	
Harlem	100	62 1-2											
Long Island	990	71	1.375	681-2	450	69 1-2	1.575	70 3-4	1.940		925	71 1-	
Stonington	100	363-4			375	36	50				325	38 1-	
Paterson					75	803-4		79	200				
New Haven & Hartford									5	1			
Housatonic							50	25 1-2		100			
New Jersey	75	94					10	94 1-2			200		
Mohawk	495		260		425	581-2		58 1.2		50	316		
			325		100		100	30 1.2	30	59	75		
Reading		26 1-4	1		805		1 520	28	ccc	0004	1		
Morris canal		201-4	000	2234		119	1,530	28	666	263-4	300	21	
Utica and Syracuse	1 400								400			cit	
Norwich and Worcester.	1,400	63 1-2	550	63	1,025	62	555	64	425	64 1-2	1,125	64 1-	
Philadelphia.	1 -								1 7 1		1 10	110	
Camden and Amboy									000			110	
Camden and Amboy os			000	0100		0110	• • • • • •		1,052	98		00.3	
Reading			200	213-8	50	21 1-2						20 3	
Reading bonds, 6's						****	2,000	63 1-2			1,000	63 1	
Wilmington										,	1,707		
Wilmington bonds, 6's							1,000		500	78			
Lehigh mortgage							2,400	67					
Chesapeake and Del. 6's			10,M	65 1-2	13, M	66 1-2					800	66 1-	
Schuylkill Nav	. 39	31					25	30					
Schuylkill Nav Lehigh Nav			l				50			1			
Baltimore.													
Baltimore and Ohio		83		48 1-2			20	483-4	30	481-9	2		
Baltimore & Washington	1									1	1		
Baltimore & Susquehanne											20	23	
Philadelphia & Baltimore	-							1			1:	1	

Notes to sales of Stocks.

The prices given are the average of each day. When there is any sudden rise or fall in one day it will be alluded to in a note. When the sale of bonds is noticed, the figures in the column headed "Shares" give the amount sold in dullars. It will be seen that the sales have been very heavy. Two of the solid Boston stocks have fallen on account of the projection of rival lines, but on the whole it shows that the confidence in the dividend paying stocks rather increases with the "stock panies."

We call the attention of Directors to the Tabular Advertisement of the New Jersey Railroad and Transportation Compa ny on our last page. A similar advertisement for each of the principal railroads would afford to the traveller in our widely extended country, information which is at present beyond his reach, even had he access to all the papers in the United States.

The attempt to sell the "main line" of canals and railroads from Philadelphia to Pitts burg has turned out a failure—the attendance being trifling, and no bids.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, January 23, 1845.

the halls of legislation. on almost all classes by that most "peculiar quality of the workmanship. institution," which denies to western New York the use of the most extraordinary invention of modern times-the railroad.

.61 the close of the year. Even now we have have been remarkably successful.

only the "freight engine" on six wheels, all drivers, but are promised the passenger engine for our next number. These engines are so arranged that inequalities in the road do not diminish the number of points of bearing, and on a road in tolerable order, the weight on the drivers may, practically speaking, be considered uniform. They also traverse curves with remarkable facility, a quality which, highly creditable to the maker, is very apt to lead inexperienced engineers and directors into irreparable mistakes in locations. Messrs. Notris, Brothers continue to execute large orders from Europe, not withstanding the high price of iron. In fact, engines are built for less in Philadelphia, than in England, as far as labor and profits are concerned. After numerous trials, the attempt to make tyre for the driving wheels of locomotives has been given up, and the Philadelphia engineers use exclusively English tyres, paying four cents per pound duty! Notwithstanding all this, the price of an engine here is about the same as in England.

The Railway Times announces the appearance of the first number of the "Railway Register," edited by Hyde Clark, Esq., C. E., a name well known to all educated 2 engineers, from his valuable papers in the "Civil Engineer" The Railway Times speaks highly of the contents of its new auxiliary.

We would draw attention to the advertisement of Messrs. Morris, Tasker & Morris, next that of the Messrs. Norris, Brothers, on our last page. Welded wrought iron tubes are extensively used in England, and we understand that they have given satisfaction on We defer any farther remarks on the State the Reading railroad. They are heavier works of New York, until the publication of than copper tubes, and their conducting power the reports of the canal commissioners.— is said to be a very little less. On the other Everything seems to denote that the general hand, the equality of their expansion with policy of the State, with reference to the ca-that of the boiler must render them less liable nal system, is likely to be very generally agi- to leak, and we should suppose that they tated during this session, both in and out of would stand the intense heat of mineral coal The meeting at better than copper flues. The wrought iron Rochester on the 29th of this month, by pro-tubes of Messrs. Morris, Tasker and Morris voking discussion, must inevitably draw publare used by Messrs. Norris, Brothers, and lic attention to the present odious and unjust Messrs. Baldwin and Whitney, the eminent tax, and thus prepare the community to un-engineers of Philadelphia, and we can speak derstand the far more serious injury inflicted from observation of the neatness and excellent

A bill has been introduced into the U. States Senate to purchase the right of sending the mails by railroad by paying a sum in ad-The advertisement of Messrs. Norris, vance. But there is little probability of this Brothers, engineers, of Philadelphia, on the or indeed any bill diminishing the rates of last page, has been delayed from the impos postage, passing at this session. In our next sibility of sooner procuring the cut from the we hope to give a full account of the trial engravers, who are overrun with business at trips of the Great Britain, which are said to

100

THE FARMERS AND THE CANALS.

We are glad to find that the baneful effects of legislation on the interests of the farmer, are attracting general attention in western New York. The Rochester Democrat, of the 7th inst., contains several articles on the Welland canal, in which the injustice of the State tax is well pointed out. The arguments are, however, entirely for western New York. Thus the competition with the western lands is ruinous to their farmers, whose producea few miles from the canal—costs more for transportation than from Ohio and Michigan; never reflecting that the Erie canal has built up the central counties and part of the west. which the same property would have paid" if entered at Buffalo, the tolls paid at Oswego tive State, because it costs less to send his pro-The tolls at that port are a loss to the revenue, duce to market from Ohio and Michigan than year, are about \$5,000 less, and those rei. e. to the revenue "as the Buffalo people from nearly one-half of the State of New ceived at Oswego about \$55,000 greater than understand it." But we proceed to make an extract from the communication of a "farmer" who very pithily observes, that the citizens of other States, using the canal should be "taxed like our own citizens," a project not very easy to carry out.

"If there is any good reason why we should build the canals, and pay a heavy premium to the very destruction of our own best to pass through them, I have yet to learn it. The people of the western States will not ket." pretend that it is pure patriotism of country, or great love for New York, that they use her public works; no, they will tell you it is because here they find a better and surer market, a cheaper and quicker and safer communication. I am glad we are able to accommodate them, and glad to see their products come to us: but my benevolence to them cannot extend to granting them greater privileges than our own citizens enjoy. Using our canals as they do, only when their interest guides them this way, and freed from the cost of building and maintaining them, as we are not, it is no more than right and proper that when they do make use of our public works, they should be taxed like our own citizens, and be required to pay, both on their up and an element in the investigation.
down freight, from lake Erie to the Hudson "In relation to the canal police." river, whether they pass in or out of the ca-nal at Buffalo or Oswego, the same rate of toll paid by any citizen of New York who runs the entire length of the Erie canal.

"This great direct tax must be removed the States bordering on the same. from western New York by legislative action. I am glad to see measures being taken structed from Syracuse to Oswego, as a chanto invite a general convention of western N. York, and from any other part of the State disposed to meet with us, to assemble in Rochester, some time in the month of January, to the Welland canal, connecting the waters of ver counties, occasioned by the Erie canal, take the great subject into consideration, and lake Erie with those of lake Ontario, by a and the producers it has raised in the west, is there devise a plan or a method to more communication navigable for the largest class all very right. That canal benefitted them. equally distribute the burthens for the sup- of vessels.

port of our canals, upon those who use them, soon to assemble.

this property from other States should pay, State for that trade, and at a cheaper rate. the value of our real estate rapidly depreciresources are diminishing.

A TAX PAYER AND FARMER.

We find the whole case, as it now exists, stated in the Journal for January, 1840.

"Now, the Erie canal is a work as general in its character as any undertaking of the up the central counties and part of the west, kind can well be, yet, beyond a distance of 25 at the expense of northern and southern New or 30 miles, its beneficial influence ceases, and it is notorious, that it has been the means revenue," they add to "the additional toll of retarding the advancement of the southern pays tolls to the State upon 154 miles less of and northern counties by offering every inducement to the husbandman to leave his na-York. The western States offer great natu. the tolls received at the same places last year, ral inducements to settlers, and it would be showing in some measure the extent of the as unfair to them to attempt to check the tide diversion of the western trade the present of emigration as it is unjust to our own citi- year, while the Welland canal is in some dezens to use indirect but most powerful means gree incomplete. to retard the settling of our northern and southern counties. Not only is the New York quences result: farmer to be taxed, but the amount so levied is to be expended in reducing the value of his property by adding, at his cost, great artificial canal. to the already superior natural advantages of interests, to induce the products of other States the west, and thus enabling the inhabitants of that region to undersell him in his own mar- Welland canal.

> The following extracts will show the light rather the western canal counties, for there is from taxation. not a crumb of comfort for the northern and southern parts of the State, whose young men have been drawn off to the west by the Erie canal, and who now avenge their native districts by underselling the farmers of the canal counties. They even speak of reducing the nished, and the land upon which it is raised tolls west of Syracuse, the enormous addition. is consequently reduced in value. al taxation which such a course would impose on other parts of the State not being even

"In relation to the canal policy, the following facts would appear to exist:

A canal has been constructed from Albany to Buffalo as a channel for the trade of lake Erie and the chain of lakes west, and to whom we are under no obligations, and

"A side cut from this canal has been conrounding territory.

"The British government has constructed

"By reason of this British canal the proand through the medium of that convention, duce of the western States can be transported present our claims for relief to the legislature to the tide waters by way of Oswego, through the length of the canals of this State, 154 Under the operations of the present system miles less than if so transported by way of the State is losing a very large revenue which Buffalo through the channel created by this

"The people of this State have incurred a ating, our canal debts unpaid, our taxes in debt for the construction of these canals, creasing, and at the same time our means and which is a mortgage upon their property, and for the payment of which it has been thought necessary to resort to taxation.

"The resources for the payment of the interest of the debt and the eventual liquidation

of the principal, are the tolls upon the property transported on the canals, which tolls are graduated by the distance of transportation. "The trade of the western States passing

through the Oswego and Welland canals the whole length of the Erie canal.

"The tolls received at Buffalo the present

"From these facts the following conse-

"That the tolls derived from the canals are diminished by the trade through the Welland

"That the amount of the reduction will be increased after the entire completion of the

"That this diminution is to be supplied by taxation upon the citizens of this State.

"That if the full amount of tolls are realin which the competition of the Welland ca- ized which legitimately belong to our canal nal is viewed in "western New York;" or system, our citizens will the sooner be relieved

> "That the introduction of the produce of the western States under this evasion of legitimate tolls, brings such produce into injurious competition with that of our own citizens.

> "That by it the value of our own products, particularly wheat, our great staple, is dimi-

> "That it thus affects the interests of all our citizens who have property to be taxed; and affects the interests of western New York, by diminishing the value of her products, and reducing the price of her lands.

> " That all these results are produced, or threatened by the construction of the Welland canal, an enterprize of a foreign government

> against the consequences of which it is the duty of the State to guard its citizens." We would draw particular attention to the

nel for the trade of lake Ontario and the sur- last paragraph. The immense depreciation of property in the northern, southern and ri-As long as the people were taxed to keep

to Montreal, not yielding a farthing to "the ble route from lake Erie to New York than vising measures to remove the present unjust revenue," no injustice was complained of; but by the Erie canal. An increase of 30 per taxes imposed on the farmer. now that this trade passes over 150 miles of cent. is equal to 11 cents per barrel of flour the Erie canal, vielding largely to "the reve- or 2 cents and 2 mills per bushel of wheat nue."-at least as we understand it-the State carried from Buffalo to Albany; to assert is called on to "guard its citizens." In plain that this is sufficient to divert trade from English, the canal forwarders, millers and New York to New Orleans, Philadelphia or others between Syracuse and Buffalo cannot Montreal is to show little knowledge of prices bear that any considerable amount of west in this country, where even the weekly flucern trade should pass via Oswego. They do tuations are at least as much. Disguise it as not object to its going down the St. Lawrence we may, the New York farmer is fleeced for to Montreal, but to build up a rival, and that the benefit of the western people, or the forrival Oswego! Though not unused to gales warders or the consumers here, it is immateat Buffalo they cannot stand a blow from that rial which. quarter. We asserted sometime since that the Welland canal was more for New York find it stated that "all these results are prothan Canada. We derive the benefit of an duced or threatened by the construction of the easier, cheaper and-more than all-earlier Welland canal." Now these results are not communication with the west; and when the threatened—they are and have been matters Welland canal yields a surplus beyond inter- of fact for some years; and they are exclues: and expenses, the people of Canada will sively due to the legislation of this State. draw a revenue from our trade: till that time The canal meeting at Rochester had the cause they must continue to be taxed for our conve- of two-thirds of the State tax under their very nience. Both countries have constructed use-noses: the enlargement of the Erie canal, less canals under the guidance of designing and that most unprincipled affair, the Genemen with little ability and still less integrity; see valley canal. The Welland canal has miliar denominations the measures, weights, taxation follows with tolerable certainty, uu-nothing to do with the matter. Had that prices and currency of those commercial less, indeed, repudiation lend its softening in- work never existed, the situation of the New fluence.

We will state our views on the present tax. The object is to supply the deficiencies of the than at present. Now, as the legislature of canals with their present tolls-in othes words New York has brought the farmer into the We could not in all cases, distinguish the to keep down the rates of freight on westthan our own, is to be carried to market, in part, at our expense. The Englich corn laws are not much admired here; but there course into which they have forced him. By lions, constitute a class of fuel too valuable, was no necessity for running into the opposite no means can relief be granted so easly and particularly to continental Europe, to be omitextreme. Suppose American wheat admitted justly as by drawing the maximum of toll from free into England, and that the British farmer the Erie canal, so as to render unnecessary paid a property tax to keep down freights to the present galling tax and to clear off the Liverpool-in what would his situation differ debt as soon as practicable. from that of the farmer of New York?-Taxation for the support of the canals is jus- the question; and, when it is admitted that tifiable only, when the tolls are arranged so those who benefit by the canals should pay as to produce the greatest revenue possible. for their support—and not those whose pro-The canal will be used no longer than inter- perty is depreciated by them—it will be time est requires; hence, when yielding the great- enough to go into detail. What we never est revenue possible, it still offers advantages can consent to, is: that the New York farmer above all other routes. An increase of 30 shall be taxed to keep down freights on the per cent. in the tolls would relieve the people produce of his western competitors. Most from taxation; if this increase would not dissincerely do we wish that we could place vert any considerable amount of trade, then copy of the Journal, which has uniformly is taxation not less oppressive than impolitic. and perseveringly advocated his interests, is Can the rates of toll be materially increased the hands of every farmer in the State; his and, at the same time, a greater revenue be rights and interests have been too long traincollected? As the trade of the Erie canal is pled on by the politicians and forwarders. entirely with this city and State, the increase We are not a little curious to know what urges the sale of their public works, a policy

down the tolls on western produce passing in revenue will be equal to the increase in the measures will be recommended by the canal their doors, no complaint was heard. Even rates of toll, unless the trade be in some de-meeting at Rochester, to meet on the 29th when the produce via the Welland canal went gree destroyed, for there is no other practica inst., for the purpose of considering and de-

> Again, referring to the last paragraph we York farmer would have been little changed; tain, France and the United States. the tax would have been only 8 per cent. less cheap lands of the west to his own market,

We confine ourselves to a general view of

COAL,

The Philadelphia Inquirer announces a new work on coal, by R. C. Taylor, Esq. We are happy to have it in our power to state that this gentleman is peculiarly well qualified for the task; not from hearsay, but from close personal examination of coal districts, which he had thoroughly examined and reported on. Mr. Taylor is also intimately acquainted with all the routes from the coal regigns to the seaboard, and can thus give information necessary to a complete knowledge of the actual value of any part of our numerous and wide spreading coal regions.

"A new work is about to be published, entitled 'Statistics of Coal.' It will embrace an immense amount of valuable matter, and will be comprised in a royal 8vo volumn of 750 pages, illustrated with maps. The compiler is Rich'd C. Taylor, Esq., and the publisher J. W Moore. Mr. Taylor, in his prospec-

""One part of our plan, requiring no inconsiderable labor, is the rendering into facountries to which we refer. adopted for our standards those of Great Bri-

"'Our plan embraces a wider range than the consideration of bituminous coal alone. tantalizing position of paying a bounty of a nature of substances that have been announced —to keep down the rates of freight on west-tantaining position of paying a bounty of a strue coal by unscientific persons. Anthraern produce, which, more cheaply produced shilling per barrel of flour brought from the cites; of course form an important feature, especially in the United States. The lignites, he has some claim for relief from the suicidal loo, in their various modifications and condi-The nature of some of the soled bitu niens has, not unfrequently, been mistaken. Even the fluid bituments, the naptha and pctrolium; and, moreover, the asphaltes and the mineral resins, possess claims to notice. Finally, in treating of a certain class of combustibles, we are led to note that of tuif or peat; a substance entitled to much higher consideration than it has always enjoyed.

"'In the three hundred tables of coal statistics we have brought down the returns to the latest practicable period. In the thousand tables of coal analysis, we have inserted none without the sanction of the highest scientific authority. In these our classification has been partly mineralogical and partly geographical. For our authorities in geology, we have an extensive catalogue. So much as results from our own observations will, of course, be judged by its own merits."

Speaking of the payment of the interest on their debts, the Philadelphia Inquirer wisely

certainly demanded by "our republican in-supports itself with a penny postage, and yields stitutions," if they would even rival the limitit monarchy of Great Britain, in giving fair not support itself at the same rate; especially that the Postmaster General is, play to the energy and enterprize of her as by the use of steam, heavy mails can be trans-subjects.

that he has an existing contract with the Com-ported at almost the same price with light ones. pany to carry the mail for \$75,000 per annum; subjects.

duty of every good citizen to encourage rather Give us a rate of postage in accordance with the and your committee find the facts to be as folthan discourage the authorities in their efforts spirit of the age, and the liberty to use the nato redeem the credit of the Commonwealth. tional mails or not, as we please, and then see very fact of full payment in February, with a favorable prospect as to future resources, the bill before Congress.

the miserable quarter-cent, skin-flint tyranny of ing South, and 32 hours going North, which was declined by the Postmaster General. But subwould greatly tend to inspire confidence. We trust, moreover, that the emphatic and decisive vote of the people, with regard to the sale of the public works, will be duly heeded by the legislature. With those works sold, and the amount received for them applied to a liquidation of a portion of the debt, no difficulty would be experienced in raising by taxation, not only enough to pay the interest in full and promptly on the balance of the debt, but to provide a sinking fund, for the gratual and ultimate liquidation of the principal.",

POSTAGE BILL.

rights of civilized communities, are becoming inbelieve that the free negro of Maryland enjoys this right denied to the farmer of our western counties. The fondness for "peculiar institutions" is becoming very general, and the new like contracts for such portions of the road as Postage Bill bids fair to add one to the number, are finished, and for an extension of the service The New York Journal of Commerce says on this subject:

Glorious liberty of an American citizen! He may carry a newspaper with him to read by the way, and that by express allowance of the ing. law. Sovereignty grants thus much, in compassion and grace towards the subject. But then the distinction between "mailable matter" "merchandise,"—that is the curiosity. distinction is not in the chattels themselves, but in sondry attendant circumstances.

as merchandise.

Secondly, it must be transported in the usual mode of transporting merchandise.

Thirdly, it must be consigned to some bonafide dealer or agent for the sale.

And fourthly, but standing first and above all, it must "not be marked, directed, or intended out of a conviction on the part of the Company for immediate distribution to subscribers or oth-

Here are distinctions for "Philadelphia lawyers" and the Courts to decide.

is not necessary to the fullest exercise of the and varied line of 337 miles, and sufficient pay has come out with a great deal of venom and powers of Congress. Even upon the plan of making the Department support itself, no man sequent upon the night service and the rapid can show that a monopoly is necessary. The necessity even in this case, exists nowhere but been for years the matters in dispute; and ever confesses his ignorance of the route, and in opinion, and that opinion is held against other though the pay was materially increased some asks for information in relation to the expectathe Post Office Committee of both Houses put or the expectations of the Company, who conshould be so informed. Those who have emtogether, cannot prove that with an universal post-sidered themselves justly entitled to an allow-barked in this undertaking have been urged to it

to be said on the other side, and that the exisington:

MAIL CONVEYANCE AND RAILROADS .- Mr. United States a bill, of which (remarks the New and carried out into practice would at the same time promote economy and swiftness in the and, in some instances, much needed aid to Railroad enterprise yet unfinished.

has been hitherto debarred the privilege (!) of ded that the sum so advanced shall not exceed other provision. sending his produce to market by railway. We that of which the interest of 4 1-2 per cent. would exceed the amount now paid annually for the transportation of such mail

Section 2d, authorizes the Postmaster General, when a Railroad is not finished, to enter into like contracts for such portions of the road as are finished, and for an extension of the service that the mail boat between Mobile and New through the whole road when finished—making Orleans, for a speed of less than 7 miles per advances on sections of not less than ten miles bour, receives \$426 per mile. in length, as completed.

submitted to Congress before they become bind-

We extract the following from the Report of a Committee on the change lately made in the principle to submit to terms, of which they have great Northern and Southern mail, from the always complained, and which they see by the Wilmington Journal :-

First, merchandise must be intended for sale the Rail Road Company, and been put in possession of the correspondence between himself much more tolerable. and the Post Office Department, and of the facts connected with the subject, so far as they are revealed.

The conclusion which results from our invesjustice, but have been denied both sufficient time and sufficient compensation. Sufficient time to perform with punctuality and free of fines and But to prevent the people from carrying mails complaints, the onerous service of their long

The most important point of difference, in the opinion of your committee, between the Rail-Give the Department fair play. Let the Gov-whilst, on the other hand, the Railroad Com-"In a work of this kind, however, it is the ernment pay its own postage, as the citizens do. pany deny the existence of any such contract,

At the letting of the mail contract in 1843, We cherish the opinion, moreover, that the very fact of full payment in February, with will not support the Department quite as well as \$104,000 per annum, and to have 33 hours go-We are happy to find that there is something sequently an agreement was made at \$75,000 per annum, with the provision and understanding on the part of the Company that they would tence of the people, and their claims to some be allowed the time required by them in their little notice, are not entirely forgotten at Washsonably have expected to obtain, but they were disappointed, and the Postmaster General re-Merrick has introduced into the Senate of the quired them to perform the service under a less advantageous schedule than they had ever done, York American) the principle is sound in itself, and under increased penalties for failures; whereupon the Company in 1843 refused to confirm the contract under the terms insisted upon transportation of mails, and afford substantial, by the Postmaster General, and have ever since been transporting the mail for the accommodaailroad enterprise yet unfinished.

Section 1st, authorizes the Postmaster General pensation of \$75,000, without one word of con-The attempts of the governments-federal as to enter into permanent contracts with Railroad sent or refusal on the part of the Postmaster well as state—to interfere with the ordinary business of the citizens and the very commonest states of their charters, of the United States and with the understanding on their part all the rights of civilized communities are becoming ina sum in gross, in advance, either in money or master General, that they were doing the duty tolerable. The farmer of western New York in stock, bearing 4 1-2 per cent. interest-provi- until the Post Office Department could make

The Company complains, and it seems to us with great show of justice, that for service of 32 hours each way daily, 20 hours of which is in the night, they are allowed but \$220 per mile. while the average pay to other railroads is at

These are the only matters of controversy Section 3. All contracts under the law to be that we can discover, which have produced a result so disastrous to the whole Atlantic sea-board, particularly of the South. The Department is solicitous to economise and save. Company is unwilling longer as a matter of Report of the Postmaster General, are not im-That they have applied to the President of posed on Companies North of us, where the constant stream of profitable travel would render it

We deplore the misunderstanding. We are sure that the whole commercial country will deplore it, and we think the difference between the parties too small, and the consequences too tigation is, that the whole difficulty has grown great, to be allowed to continue. The road asks for simple justice. That the same terms may that they have not been treated with even hand be conceded to it as are granted to others, and no more.

THE PROPOSED NEW RAILROAD.

A writer in a late number of the Boston Mail age of two cents, the Department would not support itself. The English P.Office establishment Companies for similar service. by considerations of the public wants. They have been aware that the existing road original

complaint since. They know that another 200-horse power, and running to various ports cial, which must as a necessary consequence route, a better and a cheaper one, was surveyed in Ireland, the Welsh and English coasts, &c. ensue; and in a commercial point of view, if at the time, and ought to have been chosen. They did not see why, because a company of interested individuals chose to build a road where Common Boiler.—Messrs. Bury, Curiis, & gation, it requires no conjuror to predict a far the travelling public did not want it, and at a Kennedy, of Liverpool, are now making two greater result, when the difficulties and deprevery great expense, the community should be steam-vessels for the Russian Government, the citations of inland travelling shall have been obliged to support such an expensive route, and boilers of one of which is to be of the tubular, surmounted, suffer the inconvenience and delay of the Ferry and that of the other of the flue descripton. The at the end of it. The time had arrived when a road should be built where the public wished it, same, and the result will be to establish a very tion of their Lordships directed to no less than and at moderate expense, requiring only moderate fares for its support. They have taken zealousy hold of the work, and depend for its might be expected, something larger than those support on the excellent location of the route, and the accommodation it will give to the public by placing the passengers, when they leave the cars, almost in the centre of the city of Boston. They also see the advantage of passing through Danvers, (a town which the writer in the Mail contemptuously calls a "mighty village,") which has a population of over 6000 inhabitants, and whose business will afford a large merchandize share of patronage from the western portion of of pig lead, which has completely exhausted the ern, through South Wales, to Fishguard, from Lynn, as well as from Sangus. They find the stocks held by the producers. These large ope- which port an easy and regular communication route unexpectedly favorable for the construc-tion of a cheap and durable road. We have the authority of a highly intelligent member of the Committee, who accompanied the Engineer over the route, for saying that the portion of it from Lynn to the junction with the Maine Road, (ahout seven miles,) scarcely varies ten feet from a dead level. Nature appears to have graded the route, and only left it for man to lay the superstructure.
With these advantages, (and we might name

many more,) the writer in the Mail will not deem the estimated cost (\$300,000) extravagantly low, especially when he sees it publicly stated that the Eastern Railroad propose building a longer road to Gloucester for \$200,000. We hope he will not now consider our estimate much too low.

The writer objects to the greater length of the new road, calling it three or four miles. Now the distance to the centre of the city is scarcely two and a half miles greater, and this will be accomplished before the boat gets half over the Ferry, and in many cases before she leaves the East Boston Depot, so that the saving of time will actually be in favour of the new route.— LOCOMOTIVE. Salem Register.

SOUTH-EASTERN (LONDON AND DOVER)
RAILWAY.—Sir John Kirkland, Mr. W. H. Thomas, (deputy chairman of the Chester and Holyhead Railway,) and Mr. R. Browne (of Liverpool,) have been elected directors of the London and Dover Railway, in the place of General Hodgson, Mr. Cardwell, M. P., and Mr. L. Cubitt, who have resigned; and Mr. P. of the meetings which have recently taken blace.

we published some interesting particulars res- the number and importance of railway projects pecting Mr. Smart's newly-invented elliptical in Ireland—and to which, as a valuable means convex metallic paddle-float. We are glad to of keeping alive and promoting these, the esthe dayantages of the invention, as applied to steam-boat propulsion, followed by their increased adoption. The satisfaction rendered the of "alarmists," as to the probable security of aghan, Clones, &c., to Enniskillen, with power Bristol General Steam Navigation Company by capital invested in the sister isle, in such under- to extend it to Sligo, on the west coast.

We understand that 20,000 tons of iron tubing have been ordered of Mr. May, of Ipswich, for the South Devon Railway.

foreign shipment, considerable advance is apti-thence onward to Dublin and Waterford. cipated in the value of this article.

IRISH RAILWAYS.

We copy from the Railway Times the fol-

probability of their being extensively brought to bear in Ireland, a matter of deep satisfaction. be looked for in the working of an improved the prospectus. intercourse—the gradual and easy infusion of a more wholesome blood. Politics are not our province; we therefore hope to be considered as speaking generally—as rejoicing at the probable

Mr. L. Cubitt, who have resigned; and Mr. F. Mills has been elected deputy-chairman of the board of directors in the place of Mr. W. P. Richards, who has also retired from the direction. by the appearance, during the past week, of the IMPROVEMENTS IN STEAM BOAT PROPUL- first number of the Irish Railway Gazette, a ston.—In the Mining Journal of the 26th Oct. journal which has been called into existence by

nated in the mistaken idea that its termination the performances of the Shanrock and Swift, to takings. But whether the doubt is intended to at East Boston would greatly enhance the value which we referred in our notice, have been such apply to the capital outlay or to its probable restends a part of that speculation. They knew their use, and Mr. Smart, we understand, has little room for question. The construction of that the route was unsatisfactory to the public at the time, and that it has been the cause of much sels, comprising steamers from 40 to upwards of tain improvement, moral as well as commerwe only trace the development of the resources COMPARISON OF THE TUBULAR WITH THE of Ireland which has resulted from steam navi-

Referring to the official notice of the Board same, and the result will be to establish a very lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair communication of the former are communications of the fair communication of the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison between the merits of the differseven lines emanating from Dubin, and the fair comparison lines emanating from Dubin lines emana Limerick, Londonderry, and Waterford-be-sides which the route between Belfast and Dublin is to be completed.

In correspondence with the communication which will thus he opened with the south of THE LEAD TRADE.—Operations, larger in Ireland, we are glad to observe the effort which extent than have taken place for many years, is being made on our side to render the advanhave within the last few days occurred in lead. tages as complete as possible. This is proposed The quantity purchased by the leading houses to be effected by means of the South Wales income to the road. They also expect a good in the trade amounts to nearly ten thousand tons railway, which is to run from the Great Westrations have been induced by actual demand for may be kept up in six hours with Wexford, and

Among the Irish railway schemes now before the public, there are several having for their terminus the town of Enniskillen, and all contributing to supply the traffic on the great lowing remarks on Irish railways, and hail with line of communication between Dublin and Belpleasure the announcement of an "Irish Rail-dalk and Enniskillen scheine, which was first way Gazette." So much has been said of these in the field; but the very fact of the shares in projects during the last few years, and so much is generally expected from them in ameliorating should operate strongly by way of caution to the condition of the people, that we know not parties who trust the interested statements of a to what nobler cause an Irish Journal can well prospectus, without having the means or opportunity of satisfying themselves. Suffice it to say, that there is not a single public conveyance The success and prosperity which have attended the construction and working of rail-the goods traffic is very triffing, certainly not ways in this country, render the daily increasing more than 100 tons per week—the country of a most difficult character, and to crown the whole, the Port of Dundalk is only known as being one If there be anything which is calculated to of the worst in Ireland. True, Sir J. Macneil remedy local grievances, and to repair the injuis a Dundalk man, which may account in some remedy local grievances, and to repair the inju-ries arising from social disorganisation, it must way for a blindness to these defects which marks

Next we find the Great North-Western, from Dublin to Cavan and Enniskillen, as recommended by the Commissioners. through a fine extent of country, much of which is unusually favorable for railway construction, and with a fair estimate according to the presenttraffic, this line may be considered as promising well.

The Derry and Euniskillen, being the third proposed, is only worthy of notice from the extreme folly which seems to have originated it. The passenger traffic of late has been insufficient to support a solitary public conveyance, which has in consequence been taken off the road. The Commissioners also reported "That they were satisfied that the expected intercourse through that country would not be sufficient to warrant the commencement of a railway for some time to come."

we may remark, that the country from Armagh to Ennishillen is very favorable—in proof of which may be stated the small cost of forming the existing canal; and from Clones to Ennishillen the road is almost level, the canal and by those who have money to invest in railways, that the risk is with the sharcholders, and with them only. All parade, therefore, of journal of great utility, and conducted with containing a fall of only about 30 feet sharcholders, should be looked upon with sustance of 23 miles.

This line, embracing picion, either as intended to conceal facts, or to being statement on the advantage of conveying cattle by railway, is extracted from the columns of the Railway Bell, a weekly journal of great utility, and conducted with containing the property of the guidance of travellers, as to starting of trains, &c., corrected up to the latest bound a fund of information, its claim to support.

is requisite before embarking capital without due which he himself is altogether protected. We say this, not in disparageinvestigation. ment of Irish investment—some of which we hold to be most desirable—but because the enhold to be most desirable—but because the en-couragement of bubbles not only produces loss said to be fairly within the probability of conand distrust, but because, also, every shilling struction, has necessarily caused great alarm in uselessly thrown away, diminishes the stock of available capital which we would gladly see applied to Ireland, besides encouraging a mistaken feeling that improvement is hopeless, It is not only money that is required but into the following the precious outcry in favor of public interest, each to could be interest. is not only money that is required, but judgment. With "the sinews of war" well direct-

The following extracts from late numbers of the Railway Times are not altogether inappli- is overstocked with schemes-but it must be recable here:

The modus operandi at the present time is pretty nearly as follows. At a meeting of certain inhabitants of a district, it is resolved that a railway would be very desirable-no doubt of had. Now comes the question how to induce magnates must first be won over to lend their ground for present alarm. Taking the present riage of his produce. riage of his produce—to another, an easy access will be afforded—a third will get a good price, by way of compensation for a barren wasteby way of compensation for a barren waste—undisturbed peace—all of which, by creating a all will derive benefit from the construction of dearth of investment, induce men's minds to the line. But to promote this important advantage, how many shares does the public spirit of capital.

the Lord of the Upper, or the Member of the

The most important feature that should attach Lower House, prompt him to take? Here is the true test of value, when applied to high sounding names. To an application of this kind it is easy to imagine the reply—"We never take shares in any speculation." We know you do not; but the Public. who see your names thus paraded think you do, and trusting in the respectability and weight which attach to such names, they unhesitatingly place their money in reliance on their connection. And what is the result in nine cases out of ten? When the dazzle of titled patronage is withdrawn, and shareholders see clearly their own position, they proving vigor. find that the risk is with themselves only, while a certain gain rests with their quondam patrons, whether the dividends be shillings or pounds.

requisite to apply it to railway scheme . Those ment, will be removed out of the field of compethan assisted by a long array of titled patrons— of property of all kinds will derive an improved the sustenance of man. But why should not a few thorough men of capital and business- value from the facilities of transit. Cheapness, the advance make another step? Why should like habits being all that is required: while, on and an extension of the comforts and luxuries of these animals be killed in the crowded yards the other hand, an unprofitable bubble will follow as a necessary consequence. never gain solidity from the patronising association of high sounding names. As in the war of nations, the battle is fought by the sword, though led on by the trumpet, so in the vast efforts have been called into existence by the growth of plan is evidently to send, not live, cattle but dead the patronism association of the construction of these undertakings, will be them the unavoidable filth and putridity of innumerable slaughterhouses? The reasonable have been called into existence by the growth of plan is evidently to send, not live, cattle but dead the patronism and unprofitable bubble will follow as a necessary consequence.

And, above all, the vast capital which is required. Of disease are rife enough without adding to the unavoidable filth and putridity of innumerable slaughterhouses? The reasonable have been called into existence by the growth of plan is evidently to send, not live, cattle but dead the patronism and whose analysis are reconstructions. which these national undertakings demand, the these undertakings, and whose sudden suspension meat, to great towns and cities, and to locate in the

as it does the main stream of traffic, which is supply defects. Those who have the public hour, there will be found a fund of information, almost entirely with Belfast and Newry, and good at heart, as well as their own private ends, amusing as well as instructive, which will maforming a junction with the Ulster railway at will not hesitate to enter upon something more terially relieve the tediousness of a journey:—

Armagh, leaves no doubt of the superiority of than a nominal alliance in proof of their sin
"Slight knowledge of physiology is sufficient cerity-inasmuch as no one is justified in pla-We have offered these few remarks for the cing himself in a position which may induce purpose of showing how much care and caution another to incur ruinous consequences, from

The vast amount of the capital represented by ment. With "the snews of war well discovered, we confidently hope for Ireland all that her best wishers could suggest—the full benefit of those advantages we are so signally enjoying so discovered to hold the good they have obtained, and can only see, in the efforts of others towards a similar result, the worse consequences of ill-founded daring.

It is commonly remarked, that the railway world collected that the moment a line has been pushed into any particular district, the advantages are so palpable, that unless the neighboring localities are peedily furnished with the same accommodation, they must be content to remain behind in the march of improvement. Again, it is said, that it—and, in order to construct it, money must be the locking up such an enormous amount of capital in a short time, will have a tendency to emmerce-an abundance of money-a flourishing revenue—the funds at par—and the prospect of

> creation or guidance of a railway, is not of to-day only. It is but a unit in a wide-spreading system, by which the greatest permanent results are to be obtained—a domestic security by which the revenues of individuals are sustained, without exwealth of to-day is not enjoyed at the expense of future depreciation—and the product of this year although consumed, so far from impairing the resources of the next, is only an evidence of im-

The effect of the present mighty movement in railways, if well directed, appears to us to insure There is an old adage to the effect, that "good a most favorable result. A large amount of capi-wine needs no bush," and very little thought is tal, which is now choking the outlets of invest-

"Slight knowledge of physiology is sufficient to show us that unusual labor unavoidably produces a wasting of the animal substance: and even that slight knowledge is hardly necessary, since the fact is daily set before us by instances. The practice of driving fat cattle over considerable distances was, doubtless, resorted to in the absence of any means of conveyance whose cost was tolerable; but that it should be continued where railway or steamboat transit can be employed, must be attributed to blind adherence to usage, and neglect of the plainest principles on which the profit of the parties concerned depend. A long journey will, of course, walk flesh and fat off the bones where it had been laid with all the skill of the grazier, and at no little care and cost. This fact is presented with considerable effect, because with precision and the authority of actual experiment, in the sailing bill of the Enterprise steamer, which plies between Loudon and Boston. It is there stated that Mr. David Martin, of Wainfleet, sent five sheep to London to walk the whole distance on the road, and killed five others at home. The two lots were of exactly equal weight (858 lbs.) when alive. The carcases were weighed when dead, when it was found that the sheep which had walked to London weighed 435 lbs., and their loose fat 60 lbs.; while the five killed at home reached 489 lbs. their loose fat weighing 741 lbs. The total difference of weight amounted to 681 lbs., or 14 per cent of the original weight of mutton, and this was evidently the loss of meat occasioned by compelling the five sleep to walk from Lincolnshire to London. It is hardly necessary to point out the consequences of this important fact. Fourteen pounds of every hundred of the best of human food are absolutely thrown away best of numer took are assentially in the performance of such a journey by the living animals, not a single human being is benefited by the waste or the process. To abolish the practice would be equivalent to adding many thousands of acres to the grazing districts of the kingdom, and those of a kind to require no expense for management. Nor is this all. At the end of so long a journey, the hausting the source from whence they come—the and its flesh is, to say the least, less wholesome than it ought to be as human food. There can now be no excuse for the continuance of this practice, or if some districts still remain unprovided with railways, the want is likely to be very speedily supplied. Steam conveyance, both coasting and inland, now supplies or soon will supply, every grazing district with the means of sending its living produce, at reasonable cost, to the great seats of population, without waste or deterioration, and without unnewhich are intrinsically sound are rather impeded tition, to the relief of the remainder. The value cessary suffering to animals destined to die for valuated utterance of sounding names is but to would throw them back, an unproductive dead country the processes by which the various lead others on to the struggle.

which have hitherto prevented the establishment of this reasonable practice, they now exist no longer, thanks to the rapidity and economy of steam locomotion by land and water."

Whatever may have been the difficulties have hitherto prevented the establishment reasonable practice, they now exist no thanks to the rapidity and economy of locomotion by land and water."

E NEWCASTLE MANUFAC-uring Company continue to furnish at orks, situated in the town of Newcastle, Locomotive and other steam engines, corews, Wrought iron work and Brass on castings, of all kinds connected with boats, Railroads, etc.; Mill Gearing of description; Cast wheels (chilled) of altern and size, with Axles fitted, also THE NEWCASTLE MANUFAC turing Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires; Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY

President of the Newcastle Manuf. Co RAILWAY IRON, LOCOMOTIVES, Etc. The subscribers offer the following articles for sale :

Railway Iron, flat bars, with countersunk lbs. per ft. holes and mitred joints. 350 tons 2 by 15 ft. in length weighing 468 280 " 2 " 3.50 21

70 " 1½ " ½ 80 " 1½ " ½ 44 1.26 90 " 1 " 1 with spikes and splicing plates adapted there-

to. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet $2\frac{1}{2}$, $2\frac{2}{3}$, 3, $3\frac{5}{8}$, $3\frac{1}{4}$, $3\frac{1}{2}$, and $3\frac{3}{4}$ inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for Inclined planes,

made from New Zealand wax.

Also-Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

BOSTON AND LOWELL RAILROAD
ON and after Friday, Nov. 1st, 1844,
the Passenger Trains will run as folleave Boston at 7 and 11 A. M., 2 and 5 P. M.
Leave Lowell at 7½ and 11 A. M., 2, 4½, and 5½ P. M.
The Coaches of Mesars. D. G. Cummings and B. P. Cheney, Nos. 9 and 11 Elm street, will convey passengers between the Depôt, in Lowell street, and places within a moderate distance, for 12½ cents.
jal CHAS. S. STORROW, Agent B. & L. R. Co.

CONCORD RAILROAD
MERCHANDISE TRAINS
dally as follows:
Leave Boston at 3½ P. M., and arrive at

Leave Boston at 3½ P. M., and arrive at Conceins the same evening.
Leave Concord at 3½ P. M., and arrive at Boston at 7½ the next morning.
Freight should be delivered at Concord and Boston an hour before leaving, to ensure a delivery by the first succeed-

ing Train.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or, no claim for damage or loss beyond such sum will be allowed. N. G. UPHAM, Sup't.

NASHUA AND LOWELL RAILROAD.
PASSENGER TRAINS will run as follows:
Leave Boston at 7 A. M.; 11 A. M.; and Leave Nashua at 6 A. M.; 1 P. M.; and 5 P. M.

Leave Nashua at 64 A. M.; 13 P. M.; and 5 P. M. jal

BOSTON AND WORCESTER RAILROAD.

CHANGE OF HOURS.—WINTER

ARRANGEMENT.—Commencing December 11, 1844.

Accommodation Trains, daily, except Sundays.

From Boston at 7 A. M., 10 A. M., and 6 P. M.

Neuton Trains, daily except Sundays.

From Boston at 94 A. M., 3 P. M., and 6 P. M.

Newton at 8 A. M., 3 P. M., and 4 P. M.

The New York Train for Norwich.

Monday, Wednegay and Friday, from Boston, at 4 P. M.

New York, via Long Island Railroad.

Tuesday, Thursday and Saturday, from Boston, at 7 A. M.

New York, via New Haven.

From Boston at 9 A. M. and 24 P. M.

Sanday Mail from Boston at 2 P. M.—from Worcester at 7.

M.

M.

Albagzage at the risk of its owner.

T3— All baggage at the risk of its owner.
Fares are less when paid at the Ticket Offices than in the Cars.

jal WM. PARKER, Sup't.

WESTERN RAILROAD.
WINTER ARRANGEMENT.
ON and after the 11th December,
1844, the Passenger Trains will leave as
follows, Sundays, excepted:
Boston at 9 A M and 2 P. M. for Albany,
Albany 8 A M. and 1 P. M. for Boston.
Springfield 7 A. M. and 3 P. M. for Albany and Boston.
'Boston 2 P. M. for New York via Springfield and New
Haven.

Haven.

For Albany and Buffale.

Leave Boston at 9 A. M., reach Albany at 8½ P. M.—Leave Boston at 2½ P. M. arrive at Springfield at 7½ P. M.—lorige—leave next morning at 7 o'clock, arrive at Albany at 12½ P. M. Pasaengers leave Albany for Buffalo at 8 A. M.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO.
No. 4 South Front st. Philadelphia, Pa.

RAILROAD IRON & FIXTURES
The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS, & CO, 21 Record at N. Y.

Passengers leave Albany for Buffalo at 8 A. M.
Passengers leave Albany for Buffalo at 8 A. M.
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Passengers leave Albany for Buffalo at 8 A. M.
Passengers leave House House and New 12 P. M.
HARTFORD AND NEW HAVEN.

Leave Boston at 2 P. M., and rerive at 8 Print Proposed to New York at 6 A. A. and arrive at 8 Print Proposed in 2 P. M.
Heave Boston at 2 P. M., and rerive all above New York at 6 A. M. and arrive at 8 Print Proposed in 2 P. M.
Heave Boston at 2 P. M., and rerive Albany at 12 P. M.
Heave Boston at 2 P. M., and rerive Albany at 12 P. M.
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Heave Boston at 2 P. M., and rerive Albany at 12 P. M.
Heave Boston at 2 P. M., and rerive Albany at 12 P. M.
Heave Boston at 2 P. M.,

DAVIS, BROOKS, & CO,
21 Broad st., N. Y.

1 Port further information, apply to CHARLES A. READ,
Agent, 27 State street, Boston.
1 JAMES BARNES, Superintendent and Engineer.

BOSTON AND PROVIDENCE RAILROAD.

PALSENGER NOTICE.—Winter Arrangement.—To commence Monday, Noture a follows:

For New York—Night Line, via Sound Steamers—Leave Boston at P. M. on Tuesday, Thursday and Saturday.

For New York—Morning Line, via Long Island Railroad—Leave Boston at S. M. on Monday, Weineblay and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at S. A. M. on Monday, Weineblay and Friday.

"Taunton at S. A. M. and 3½ P. M.; and Providence at S. A. M. and 3½ P. M.

"Taunton at S. A. M. and 3½ P. M.

"Evel Boston at S. A. M. on Monday, Weineblay and Friday.

Leave Boston at S. A. M. and 3½ P. M.

"Evel Boston at S. A. M. and 3½ P. M.

"Wew Bedfort, at 7½ A. M. and 2½ P. M.

Deitham Trains.

Leave Boston at 9 A. M., 10½ A. M., 4½ P. M.

All baggage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sup't.

LONG ISLAND RAILROAD COMPANY.

WM. RAYMOND LEE, Sup't.

LONG ISLAND RAILROAD COMPANY.

Trains run as follows, commencing Nowember Ist, 1844;

Leave Brooklyn at 8, a. m. (7½ New York atopping at Farmingdale and St. George's Manor.

Leave Brooklyn at 9½, a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, threagh to Greenport and intermediate places.

Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffalk Station.

Leave Greenport for Brooklyn, Boston Train, at 1, p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at 8t George's Manor and Farmingdale.

Leave Greenport at 9½, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hirksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7, a. m. and 1½, p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

Leave Brooklyn at 4½, p. m. for Jamaica. Leave Hickaville at 2½, p. m. for Brooklyn. Leave Jamaica at 8, a. m. for Brooklyn. Leave Jamaica at 3½, p. m. for Brooklyn.

Via NewHaven, Hartford, Springfield, and Western Railroads.
Composed of the following stranners:
NEW CRAMPION. Capt. Istone; GLOBE,
Capt. R. Perk; NEW YORK, Caps.
One of which will leave New York, from (Sundava excepted,) at 63 o'clock.
Fare to Boston.
Railroad Cars leave immediately on the arrival of the above stranners at New Haven, and taking passengers through to Albany and Boston the same afternoon.
The stramboat BELLE, Capt. Roath, will teave New York every Monday, Wednesstay, and Saturday afternoon at 4 o'clock.

o'clock.
N. B.—Freight for Albany, Springfield, and intermediate places taken by this line at low rates.
For further Information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Corlies, 283 Pearl street.

NEW YORK AND ERIE RAIGROAD. On and after Monday. December 2d, until further notice, the steamboat will leave the foot of Dunne street every normal, Sundays excepted, at 8 o'clock, for passengers, and very afternoon at 30 'clock, for freight and passengers.

Returning, the cars will leave Middletown at 6\(\frac{1}{6}\), a. m. and

Returning, the Cars with the Middletown upon the arrival of 3½, p. m.
Stages for the West, leave Middletown upon the arrival of the morbing cars, from the city.
Freight received from 9 o'clock, a. m. to 2½ o'clock, p. m.
For further particulars inquire of the Captain, on board, or of J. Van Rensselaer, Azent, 4 or. Busine end West streets.

jal H. C. SEYMOUR, Superintendent.

PHILADELPHIA AND READING RAILROAD.
-WINTER ARRANGEMENTS on and
after December 1, 1844.—No Passenger
Trains will run on Sundays.

Trains will run on Sundays.

Hours of Starting.

From Philadelphia at 9 A. M., daily.

From Pottsville at 9 A. M. staily, except Sundays.

FARE

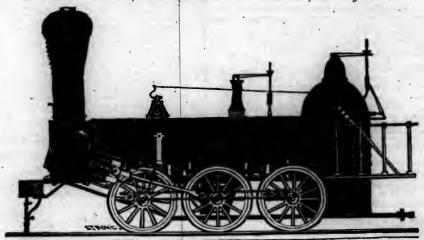
Between Philad. and Pottsville, \$3 50 63 00

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All passengers are requested to procure their tickets before the train starts.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 in	ches Dia	meter of	Cylin	der,	< 20	inches	Stroke.
44	2,	14	66	33	ű		< 24		66
23	3,	144	"	66	66	: 5	< 20	33	46
66	4,	121	66	46	23	,	< 20	66	66
66	5,	111	6t	66	66		₹ 20	66	"
66	6,	101	66	86	33		× 18	- 44	44
				1					

With Wheels of any Dimensions, with their Patent Arrangement for Variable Ex-

Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. John S. Darcy, Esq., President. J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000. ROBERT SCHUYLER, Esq., Vice President. J. Worthington, Esq., Treasurer.

Leave New York, foot of		DAILY		BUNI	DAY.
Corutland street,	A. M.		P. M.	A. M.	P. M.
For Newark	9, 11, 12		2, 3, 4 3-4, 6, 7 1-2 2, 3, 4 3-4, 6	9	4 3-4
" Rahway	9, 11		3, 4 3-4, 6,		
Loave		1	3, 43-4		
Rahway	63-4 7 81-4 18		8 3-4		
Elizabethtown	7, 71-2, 81-2, 10	1-2, 12	3 1-2. 5		
For New York.			11-2, 4, 51-2, 7, 93-4	11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

			, -					,		
1	New	York.	New	ark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick.
	Miles.	- Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	9 1-1	25	1		51.9	19 1.2	10 1.9	05	1 00 1 0	EA.
Elizabethtown	14 1-2	31 1-4	51-2	12 1-2			5	12 1-2	16 3-4	50
Rahway New Brunswick	19 3-4	50 1-4	10 1-2	25	5	12 1-2	11 2 4	200	11 3-4	37 1-2

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—MORNING LINE.

The Train carrying the United States Mail leaves Pratt street Depôt daily except Sundays, at 9 o'clock, A. M.

Passengers arrive to Philadelphia at about 32 o'clock, and in full time for the evening lines for New York.

Evening Mail Train for Philadelphia, per Railroad
The Evening Mail Train for Philadelphia, leaves the Pratt street Depôt, daily at So'clock P. M. through in seven hours.

The return Traina leave Philadelphia respectively at 8 A.

M. and 4 o'clock P. M., and reach Baltimore at 22 and 11 o'clock, P. M.

Freight to or from Philadelphia, taken daily (except Sun-

o'clock, P. M.
Freight to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 50 cents per 100 lbs.

A. CRAWFORD, Agent.

RICHMOND AND PETERSBURG RAILROAD. Winter Arrangement.-Change of Hours

On and after Wednesday, the 13th day of Nov. 1844: Mail Train

Leaves Richmond, dally, at 11 o'clock, p. m.

Leaves Petersburg, daily, at 54, a. m.

Accommodation Train

Leaves Richmond, daily, Sundays excepted, at 104, a. m. Leaves Petersburg, daily, Sundays excepted, at 8, a. m.
THEODORE S. GARNETT, Agent.

N. B. The hours are given in Richmond time, which is fifeen minutes in advance of Petersburg time.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

Prom 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER Fauss.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.
New Arrangement.
Commencing Nov. 11th, 1844.

NEW YORK AND NEWARK.

NEW YORK AND NEWARK.

Fare Reduced to Twenty-Five Cents.

From the foot of Courdandt street—Dally, Sundays excepted.

Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 4, 6; and 7½ o'clock, p. m.

Leave Newark at 7½, 6½, 9, and 11 o'clock, a. m. and 1½, 4
5½, 7, and 9½ o'clock, p. m.

ON SUNDAYS, from the foot of Courdandt street:

Leave Newark, at 1½, a. m. and 9½, p. m.

The Cars of the Morris and Essex Raifroad line for Orange, Milville, Summit, Chatham, Madison, and Morristown, run through from Jersey City without change, and connect with 9, a. m. and 3, p. m. trains from New York.

New York and Elizabethioven.

connect with 9, a. m. and 3, p. m. trains from New York.

New York and Elizabethours.

Leave New York at 9 and 11, a. m. and 2, 3, 44 and 6, p. m.

Leave Elizabethtown at 7, 75, 84, 104 and 12, a. m. and 3, p. m.

The trains for Westfield, Plainfield, Boundbrook, Somerville, &c., connect with the 9, a. m. and 41, p. m. trains from New York, daily, Sundays excepted.

Fare between New York and Elizabethtown, 314 cents; do. New York and Somerville, 75 cents.

New York and Raheay.

Leave New York at 9 and 11, a. m. and 3, 4‡ and 6, p. m.

Leave Rahway at 6‡, 7, 6‡ and 12, a. m. and 4‡ and 9‡, p. m.

New York and New Brunweick.

From the foot of Courtlands street, New York, dally.

Leave New York at 9, a. m. and 3 and 4\frac{3}{4}, p. m.

Leave New Brunswick at 6, 7\frac{5}{4} and 11\frac{1}{2}, a. m. and 8\frac{3}{4}, p. m.

ON SUNDAYS.

Leave New York at 9, a. m. and 4½, p. m.

Leave New Brunswick at 11½, a. m. and 8½, p. m.

Leave New Brunswick at 114, a. m. and 84, p. m.

Pare, except in the Philadelphia trains, between New York
and New Brunswick, 50 centa; do. Rahway, 314 centa
Newark, Elizabethtown, Rahway, and New Brunswick passengers who procure their tickets at the Ticket Office receive
a ferry ticket graita. Tickets are received by conductors only
on the day when purchased.

The Commutation fare between New York and New Brunswick, and intermediate places, (including the Ferry,) has
been reduced to 865 per annum.

BALTIMORE AND OHIO RAILROAD.

BALTIMORE AND OHIO RAILROAD.

Hours of departure of the Passenger Trains on the "Main Stem" and "Washington Branch" of the Baltimore and Ohio Railroad, 30 March, 1842.

For Cumberland, Hancock, Marinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depote by the regular train, dally, at 7½ o'clock, a. m.

For Frederick and intermediate stations, by extra train, daily, except Sunday, at 4, p. m.

Eustwardly.

From Cumberland, daily, regular train, at 8, a. m.

Martinaburg, do.

Martinaburg, do.

Martinaburg, do.

Harper's Ferry,

Frederick, daily, except Sunday extra train, 8, a. m.

do. by regular train, 2, p. m.

Ellicott's Mills, daily, by several trains, at 7½, a. m.

12, m. and 4½, p. m.

Fare in either direction between Baltimore and Cumberland of 7, and for intermediate distances at the uniform rate of 4 centa per mile.

Through itckets are issued between Baltimore and Wheeling, etc.;

Washington Branch"

From Baltimore at 9. a. m. 5, p. m. and 1½, p. m.

jal By order, D. J. FOLEY. Agent. BALTIMORE AND OHIO RAILROAD.

WASHINGTON BRANCH RAILROAD.

In consequence of the scioption of a new schedule by the Post Office Department, the following changes in the departure of the Trains on this road will go lote effect this day, viz:

The Train that has hitherto left Balimore at 2 o'clock, A. M. will now leave on the arrival of the Caro from the East, at or about 113 P. M. and the departure of the evening train from Washington for this city, will be at 55 instead of 4 o'clock, as at present. By order,

D. J. FOLEY, Agent. jal

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY.

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 51 THURSDAY, JANUARY 30, 1845.

WHOLE No. 448, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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ANDREW MENEELY, West Troy. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

N. J. (See Adv) N. RRIS, BROTHERS, Philadelphia, Pa. KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. [See Adv.]
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IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia.

NICOLL'S PATENT SAFETY SWITCH FOR RAIL-road Turnouta

This invention, for sometime in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running of the track at a switch, left wrong by accident or design. It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them. It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its ortruction and operation, requiring only two Castings and two-Rails; the latter, even if much worm or used, not objectionable.

able.
Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.
G. A. NICOLIS,
Reading, Pa.

TO IRON MANUFACTURERS.

The subscribers as Agents of Mr. Geo. Crane of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenliainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.

No. 4 South Front street, Philadelphia, Pa.

No. 4 South Front street, Philadelphia, Pa.

VAIL. Proprietor of the Speedwell Iron Works, near of Morristown, N. J. can supply at short notice railroad companies and others, with the following:

Wrought Iron Tyres made from the best Iron and of any given diancter, and warranted to be sound in the welding. Railmad companies wishing to order, will be pleased to give like exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, end also punctually, as a large quantity in the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania Iron.—Straight axles for locomotives for outside connection engines. Frames for engines.—Wrought iron work for steamboats, and shafting of any size. Cotton screws of any length or size. Railmad Jack screws, a late invention, and highly approved. Selfacilog punping apparatus for railroad water stations. He refers to the following gentlemen:

Baldwin, Vail and Hofty, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones. Augusts, Ga; D. F. Guez, New Orleans, La.; Adam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York.

YALUABLE PROPERTY ON THE MILL DAM FOR

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Poiot, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker street, containing 68,497 square feet, with the following buildings thereon standing

ings thereon standing. 120 feet long, by 46 feet wide, two stories high A Machine Shop, 47x43, with large Engine, Faco, Screw, and other Lathes, suitable to do any kind of work.

Pattern Shop, 35x32 feet, with Lathes. Work Benches, &c. Work Shop, 86x35 feet, on the same floor with the pattern

Work Shop, 86x35 feet, on the same moor with the shop.
Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafs, Drums, Pulleys, &c., large and small Trip Hammers, Formaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.
Foundry, at end of Main Brick Building, 60x45 feet, two stories high, with a shed part 45\(\frac{1}{2}\)20 feet, containing a large Air Furnace, Cupalo, Crase and Corn Oven.
Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.
Locomotive Shop, edjoining Main Building, fronting on Parker street, 5x25 feet.
Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Containing own teet, with the following stateding standing:

Boiler House 50 feet long by 30 feet wide, two stories.

Blacksmith Shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS. 48 State street, or to CURTIS, LEAVENS & CO. 106 State street, Boston, or st A. & G. BALSTON & CO., Philadelphia.

MACHINE WORKS OF ROGERS, RETCHUM & GROS-

Vernot, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute buth large and small orders with promptness and described.

Locomolive Steam Engines and Tenders; Driving and other Locomolive Wheels, Axies, Springs and Flange Tires; Car Wheels of cast iron, from a variety of patterns, aed Chilla; Car Wheels of cast iron with wrought Tires; Axies of best American refined iron Springs; Boxea and Bota for Care

for Cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved Patterns, style
and workmanship.

Mill Gearing and Millwright work generally; Hydraulic
and other Presses; Press Screws; Callenders; Latthes and
Toula of all kinda; Iron and Brasa Castings of all descriptions.

ROGERS, KETCHIM & GROSVENOR, Paterson, N. J. or 60 Wall street, N. Y.

MESSRS. EDITORS:—As your paper is devoted to the Male benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of us inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore Railroad.

days since on the Philadelphia, Wilmington and Baltimore Railroad.

On the passage of the evening Irain of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passenger, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case, Phal passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unvoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passenger.

Wilmington. Delavare, Sept. 28, 1840.

Wilmington. Delavare, Sept. 28, 1840.

Wilmington. Delavare, Sept. 28, 1840.

The undersigned take pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Azle and Hib for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several isstances of the fracture of axles have occurred, and in such the cara have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents njust have occurred. In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER. Agent,
GEORGE CRAIC, Superintendant.

JOHN FRAZER. Agent,
GEORGE CRAIG. Superintendant,
JAMES ELLIOTT, Supit Movice Power,
W. I. ASHMEAD, Agent.
A model of the above improvement is to be seen at the N
Jersey Railroad and Transportation Office, No. 1 Hanover st.,
New York.

TO RAILROAD COMPANIES AND MANUFACTURES OF RAILROAD MACHINERY.—The subscribers have for sale American and English Bar Iron, of all sizes; English Blister, Cast, Shear, and Spring Steel; Juniatia Roda; Car Asles, made of double refined iron; Sheet and Boller Iron, cut to pattern; Tiers for Locomolive Enginea, and other railroad carriage wheels, made from common and double refined B. O. Iron; the latter a very superior article.

and double refined B. O. Iron; the latter I very superior article.

The Tires are made by Messrs. Baldwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE.

N. E. corner 12th and Market streets, Philadelphia, Pa.

gers are respectfully invited to examine an hood of Bituminous Coal and Iron Ore, of Nail Works have always on hand, of their

by the undersigned.

extensively used during the last year on both and the communication is complete with Phil-the excellence of the material always used in passenger and freight engines, and have been adelphia and Baltimore by canals and rail-their manufacture, and their very general use brought to such a state of perfection that no ways. The interest on the cost of water for railroads and other purposes in this counannoyance from sparks or dust from the chim-power and lot is all that will be required for try, the manufacturers have no hesitation in ney of engines on which they are used, is many years; the coal will not cost more than warranting them fully equal to the best spikes experienced.

tirely different principle from any heretofore offered to the public. The form is such that at the works; and, taken together, these sites

In orders addressed to the subscript works, will be promptly executed. a rotary motion is imparted to the heated air, offer remarkable advantages to practical mansmoke and sparks, passing through the chimulaturers with small capital. For pamphney, and by the centrifugal force thus acquired lets, descriptive of the property, and further prices, of Erastus Corning & Co., Albany; by the sparks and dust, they are separated information, apply to Archibald McIntyre, Hart & Merritt, New York; Jas. H. Whitfrom the smoke and steam, and thrown into Albany, to Archibald Robertson, Philadel-ney, do.; E. J. Etting, Philadelphia; Wm. an outer chamber of the chimney through phia, or to the undersigned, at No. 23 Chambers they fall bers street, New York, where may be seen DATENT RAILRO by their own gravity, to the bottom of this specimens of the coal and ore. chamber; the smoke and steam passing off at the top of the chimney through a capacious and unobstructed passage, thus arresting the sparks without imparing the power of the engine by diminishing the draught or activity of the fire in the furnace.

managers and other officers of which we are appertaining business executed. at liberty to refer those who may desire to

gard to their merits.

E. A. Stevens, pres't Camden and Amboy ker Esq. Engineer and Superintendent Bos-railroad company; Richard Peters, superinton and Worcester railroad. A. Nicolls, sup't Phiadelphia, Reading and Pottsville railroad. Reading Day 187 Morris, pres't Philadelphia, Germantown and to 6 inches in width, and of any thickness re-Norristown railroad company, Philadelphia; quired: large quantities are yearly furnished E. B. Dudley, pres't W. and R. railroad co., for railroad purposes, and wherever used, its Wilmington, N. C.; Col. James Gadsden, quality has been approved of. The establishpres't S. C. and C. railroad comp'y, Charlesment being large, can execute orders with ton, S. C.: W. C. Walker, agent Vicksburg great promptitude, at reasonable prices, and and Jackson railroad, Vicksburg, Miss.; R. the quality warranted. Address
S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. M'Kee,
Albany Iron and Nail Works, Troy, N. Y. sup't Lexington and Ohio railroad, Lexingtown and Somerville railroad; R. R. Chyler, odolites, Transit instruments, Levels, etc., of Ga.; J. H. Cleveland, sup't Southern r. road Monroe, Mich.; M. F. Chittenden, sup't M. P. Central railroad, Detroit, Mich.; G. B.

N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

TO THOSE INTERESTED in Rail- TO IRON MASTERS—FOR SALE, PATENT Hammered Railroad, Ship and roads. Railroad Directors and Mana- Mill Sites in the immediate neighbor- Boat Snikes. The Albany Iron and improved Spark Arrester, recently patented the first quality, at Ralston, Lyoming Co., own manufacture, a large assortment of rail-Our improved Spark Arresters have been where such coal and ore are found together, in length, and of any form of head. From These Arresters are constructed on an entrouble on the part of the manufacturer; rich All orders addressed to the subscribers at the

> W. R. CASEY, Civil Engineer, No. 23 Chambers st., N. Y.

SAMUEL NOTT, Civil Engineer, Surveyor and General Agent Bangor, Me Railroads, Common Roads, Canal, Factory These chimneys and arresters are simple, and Mill Sites, Towns, Farms, Wild Land, well as England, where the subscriber obdurable and neat in appearance. They are etc., etc., surveyed. Plans and Estimates for tained a patent,) are found superior to any now in use on the following roads, to the Buildings, Bridges, etc., prepared, and all ever offered in market.

purchase or obtain further information in re- Col. James F. Baldwin and Col. J. M. Fes

gaged in manufacturing Spring Steel from 11

ton, Ky.; T. L. Smith, sup't N. Jersey railroad trans. co.; J. Elliott, sup't motive power
Philadelphia and Wilmington railroad, WilCounty, New York. The subscriber man. mington, Del.; J. O. Sterns, sup't Elizabeth-ufactures and keeps constantly on hand The daily increasing demand for his spikes. pres't Central railroad co., Savannah, Ga.: the most approved construction. He would J. D. Gray, sup't Macon railroad, Macon, invite the attention of surveyors to his Improved Compass, which is almost equal to a Reports for Railways, Canals, Roads, Docks, Theodolite, inasmuch as angles can be taken Wharves, Dams and Bridges of every dewithout the needle. Angles of elevation can horizontal angles. Town clocks, with dead when required, superintend their execution. Fisk, president Long Island railroad, Brook- be taken with precisely the same accuracy as beat escapements, warranted to perform in with correct maps and descriptions of the Orders for these Chimneys and Arresters, beat escapements, warranted to periodic in with correct maps and descriptions of addressed to the subscribers, or to Messrs the best manner, and keep correct time. He same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, but tone such as to give ing, mines, quarries, water power, roads, water power, roads, water power, roads satisfaction and please, and fastens to them bridges, wharves, etc. satisfaction and please, and lastens to cast iron yokes, ready to hang. Also steamboat and factory bells, of all sizes, constant-boat and factory bells, of all sizes, constant-Hudson, New York. Refer to W. R. of every description made to order.

Pa. This is the nearest point to tide water road, ship and boat spikes, from 2 to 12 inches \$1 to \$1 25 at the mill sites, without any in market, both as to quality and appearance.

JNO. F. WINSLOW Agent Albany Iron and Nail Works.

PATENT RAILROAD, SHIP AND Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which afveyor and General Agent, Bangor, Me. ter five years' successful operation, and now almost universal use in the United States (as

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short senden, Civil Engineers, Boston; Wm. Par- notice. Almost all the railroads now in progress in the United States are fastened with spikes made at the above named Factory for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent. Spikes are kept for sale, at Factory prices by I. & J. Townsend, Albany, and the pringreat promptitude, at reasonable prices, and the quality warranted. Address vital reasonable prices, and J. I. Brower, 222 Water street, New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to

R. CASEY, CIVIL ENGINEER, W. No. 23 Chambers street, New York, will make Surveys, Estimates of Cost and scription, with Plans and Specifications, and

He will also make Surveys of Estates,

Casey, 23 Chambers st., N. Y.

82,780 10

135,257 84

4,036 04

30,000 00 169,293 88

98,963 13

26,061 12

17,483 32

22,776 81

83,345 17

13,850 24

16,923 88

31,796 33

5,709 08

The above interesting and comprehensive table we owe to the "Miners' Journal," published at Potts

nearly doubled within the last four years.

Statement, showing the quantity of iron of every scription, shipped at the following offices, in the rears 1843 and 1844, and the increase or decrease at

each office.

	SCIII	SCHUYLKILL		LEHIGH				OT	OTHER REGIONS.	NS.			
Yrs.	., Canal.	Rail-	Total.	Total.	Pine.	Shain-	Lacka- wana.	Wilkes-	Aggregate.	Annual lucrease.	Consump-	Unsola,	Sold on
1820	98	:	:	365	:	:	:	:	365	:	:	1	:
<u>8</u>		:	;	1,073	:	:	:	-	1,072	708	:	:	:
18:25	3	:	:	2,240	:	:	:	:	2,240	1,167	:	:	:
200	::	:	:	5.533	:	:	:	:	5,623	3,588	:	:	:
20	•	:	:		:	:	:		9,541	3,718	:	:	:
200	825 6,500	:	6,500	28,393	:	:	:	:	34,593	25,352	:	:	:
20	26 16,776	:	16,776	31,280	:	:	:		48,047	13,154	:	:	3,154
20		:	31,360		:	:	:	:	63,434	15,837	:		3,372
882		:	47,284	39,235	:	:			77,516	14,082	:	:	3,332
1850	_	:	79,973	25,110	:	:	7.000		112,083				5.321
<u>×</u>		:	80,084	41,750	:	:	43,000	:	174,734				6,150
183		:	81,853	40,966	:	:	54,000	:	176,520		177,000		10,048
8	-		209,271		:	:	84.600	:	363,871	~		-	13,429
11833		:	252,971	=	:	:	111,777	:	487,748		431,986	•	19,429
1834		:	256,692	106	:	:	43,700	:	376,636	Decrease.		-	حط
1835	1	:	339,508	131	:	:	90,000		560,758			٠,	
9881	36 432,045	.:	432,045	146,522	:	1	103,561		682,428		639,428		
183		:	523,152	225	17,000	:	115,387	:	881,476	199,048	680,441	7	8
1838		:	433,874	214,	13,000	:	78,207	:	739,293	Õ	788,968	255,070	30
1839		:	412,608	33	20,639		122,300	:	819,327	80,034	867,000	205,395	8
1810	4	;	452,291	225	23,860,		148,470	:	865,441	46,087	973,136	157,622	241.223
184	58			142	17,653		192,270	-	958,899	93,485	958,899	100,000	40.584
1845	491,	49,290		273	39,381	10,000	205,253	47,346	1,108,001	149,102	1.159	100	34,619
8	447,		677,295	•	25,905	10,000	227,605	58,000	1,263,539	155,538		50,000	0000
184	14 398,443	441,491	839,934	377,821	34,916	13,087	251,005	-	1,631,669	368,130	-	50,000	90,000
	6,587,930	810,127	6,587,930 721,018 6,308,948 2,	2,773,654	185,35481,985	81,985	,875,435	220,052	875,435 220,252 11,445,628	F			1
	-		365 tons were sent	rere sent	to market.	rket.	In 18:	0, the	1830, the quantity had reached 174,737 tons	had reac	bed 174	1,737 to	ii : suc
20	1840, 865,414		and in 1844,	1,631	,699 tons.		3y this a	lateme	By this statement it will be observed that the trade	be obser	ved that	the tra	ade has

are gratified to learn, are so far assured of posed improvement is \$10,000 per mile for their ability to procure the requisite sum of 108 miles; or \$1,800,000, and not \$488, money to complete the proposed enlargement 000, as was some days since stated. of the Navigation, that they have elected Edward Miller, Esq., engineer, to superintend the work. He entered upon his duties this object.

The Schuylkill Navigation company, we on Monday. The estimated cost of the pro-

The stockholders have authorized the

nection with the table of the coal trade it will show 130,846 manufacture of iron, In con-448,129 157,948,580 67,635,314 2,914,853 received on iron of every de lines of improve his statement is copied from the report of the cana ment, during the fiscal year ending November 30, 184 without a riva commissioners of Pennsylvania, for 2 mining coal, and Whole amount of toll ption, transported COLLECTOR OFFICES.

FOURTRENTH ANNUAL REPORT OF THE BOSTON AND LOWELL RAILROAD CORPORATION

The Directors of the Boston and Lowell Railroad Corporation hereby make their fourteenth annual report of their acts and doings, receipts and expenditures, under their act of

incorporation.
The total amount of capital paid in is \$1,800,000 00 The amount of current expenses for the past year, is Repairs of road and bridges, " engines and cars, 26,053 33 26,424 41

Fuel, oil, salaries, wages, loading merchandize, and all other miscellaneous expenses,

Interest paid more than received,

Charged to the repairs of engines and cars, on account of depreciation in value,

The amount received during the past year, is

For transporting passengers between Boston and Lowell bnly,

For transporting passengers in connection with Boston and Maine railroad, Eor transporting passengers

ville, Pa., a paper which gives the earliest and most authentic information of the vast operations going on in that wouderful district. This table distinctly points out the rapid increase of the trade in the several localities, and gives a clear and correct idea of the anthracite coal trade of Pennsylvania, from its very beginning to the end of 1844. Still the supply is altogether inadequate to the demand. in connection with the Nashua and Lowell road, For transporting passengers in connection with Concord railroad, -

For transporting merchandize between Boston and Lowell only, For transporting merchan-

dize in connection with Bost, and Maine railroad, For transporting merchandize in connection with the Nashua and Lowell road, For transporting merchandize in connection with the

Concord railroad, For transporting U. \$. mail, rents and miscellaneous,

8316,909 58 The number of miles run by locomotives 100,243

during the past year, is With passenger trains, 49,034 With merchandize trains, With miscellaneous, 15,097 164.374

The amount of profits divided during the past year is \$144, 000, being two dividends of four per cent. each, on a capital of 1,800,-

The amount of freight during the past year has been much greater than in any preceding one. We have carried,

To and from Lowell, for the 45,420 tons. factories, To & from Lowell, for the town, 16,214

To and from the Boston and 30.778 Maine railroad To and from the Nashua and 20 505 Lowell railroad, 151,731

Also, from the Concord railroad 4,731 cords of wood, equivalent in weight to about 12,000 tons more.

Our freight and passenger tariff has been reduced since our last annual report. It is as follows:

1st class cars for passengers from Boston to Lowell, 75 cents. 2d class do. 50 cents.

Merchandize generally at \$1 50 per ton: if in cargoes landed on our wharves, \$1 25 per ton, without any charge for wharfage. Coal, lime, flour, plaster, lumber, wheat, pig iron and salt, are taken in this way to a considerable extent. With the Lowell factories we have a special bargain. They furnish their own depots at Boston and at Lowell, and either load and unload the cars themselves, or pay us extra for so doing. We therefore charge them \$1 25 for all cotton or wool, and cotton or woollen goods, and \$1 per ton for all other articles.

The stockholders of the Woburn branch railroad, incorporated at the last session of the legislature, having unanimously voted at a meeting duly called for that purpose, to transfer their rights, privileges and franchise under their charter, to the Boston and Lowell railroad corporation, and the stockholders of the latter corporation having voted to re-ceive and hold the same by a unanimous vote at a meeting called for the purpose, at which a majority in interest of all the stockholders was represented, according to a section in the charter of the Woburn branch railroad, authorizing such a transfer and acceptance, this corporation has, during the past year, laid out and constructed the said branch railroad, which is expected to be opened for travel on the 30th of Dec., 1844.

The Woburn branch railroad is all within the town of Woburn, in the county of

Middlesex.

It begins at a point on the Boston and Lowell railroad, seven miles, and 3,781 feet from the depot of said road in Boston.

Thence it diverges to the west by a urve to the left 662, with a radius of 1,975 Thence curves to the left 775, " 2,000 " 2,739, course N. 24° W.15'. curves to the right 586, radius curves to the right 200, radius 3,000 46 curves to the left 274, radius curves to the left 274, radius curves to the right 237† radius straight 195 course N. 8° W. 6′.

ending near the centre village in Woburn. It has 7,091 feet of straight line. 2,7341 feet of curved line.

9,8251 feet total length. The grades of the road are as follows, beginning at the junction with the Boston and Lowell railroad.

362 feet, level. 5000 ft. ascending at the rate of 53 85-100 ft. pr. mile 16 54-100 39 60-100 2100 ft. 34 50-100 6631 feet, level. 98251

The whole ascent is 73 54-100 feet.

The road has a single track with a heavy T rail of 56 pounds to the yard, upon chesnut sleepers 7 ft. long and 6 inches in depth, 2 feet 7 inches apart, resting upon a bed of clear gravel, at least 2 feet deep. The rails are in lengths of 18 feet, and the joints are secured by a clasp chair of 20 lbs. weight.

The whole cost of the road thus far has been \$35,440 68.

The new stock which the Boston and Lowell railroad corporation were authorized to make for the purpose of defraying the expense of building this branch, has not as yet been created.

At the close of the accounts of the corporation for the present year, the directors, aware that a depreciation must have been going on in their stock of engines and cars, many of which have been in use ever since the opening of the road in 1835, have caused a valuation of the same to be made, to ascertain This valuthe amount of this depreciation. ation, made by the agent of the corporation, after a personal inspection of every engine and car, shows them to be worth at the present day not more than \$100,000. They stand charged in our books at their original cost, \$157,237 43. To meet a part at least of this depreciation, the directors have ordered \$30,000 to be charged to the expenses, and credited to this account, in order to prevent this perishable species of property from standing charged on their books at a rate so much above its real value.

The whole cost of the Boston and Lowell railroad, with its depots, cars, engines and appurtenances, and about 58 miles of single track, amounts to \$1,902,555 67, of which

Land for tracks and land dam-

\$73,909 48 ages, 276,079 48 Depot lands and buildings, 127,238 43 Engines and cars, 282,833 95 Iron rails, bolts and chairs, Bridges (66 in No.) and culverts, 196,831 58 Road, excavation and embank-

ment, trench walls, stone blocks and sleepers, laying rails, branch tracks at Lowell superintendence, engineering, etc..

910.222 06 35,440 68 Woburn branch railroad, -

\$1,902,555 67

The directors herewith submit a statement in a tabular form, showing the capital, income, and expenses of the road, from its opening on the 24th of June, 1835, to this day, by which it appears that the surplus on hand on the 30th of November, 1844, after paying the dividends of that year, amounts to \$18,433 36, which is the whole surplus remaining undivided after nine or ten years ber, 1835, when the first annual settlement half of which was derived from withholding the assessments from the time when they the winter dividend of 1836, (in which year were laid, and deducting the dividend paid only 2 per cent. was divided,) has been absorbed by the necessary expense of taking up and relaying the first track, on which too vance on the par value. Since then, in the light a rail had originally been laid, as has nine years which have followed, the dividbeen more fully stated in former reports. ends have averaged seven and one ninth per The cost of this work was \$121,558 84, and cent. on the par value of the shares. is spread over the three years 1841-42-43. November 30th, 1845.

CAPITAL ACCOUNT.

Nov. of the years	Capital paid in at that date.	Charged to construc- tion in that year.	construc-	Whole cost of construction at the end of the year.
	Dollars.	Dollars.		Dollars.
1835	1,200,000			1.312,239 54
1836		193,405 69		1,505,645 33
1837	1,500,000	2,749 52		1,508,394 75
1838	1,500,000	67,268 75		1,575,663 50
1839	1,650,000	32,812 71		1,698,476 21
1840	1,800,000	120,796 38		1,729,242 59
1841		105,650 48		1,834,893 07
1842	1,800,000	143,393 02		1,978,286 09
			31,638 24*	-
1843	1,800,000	10,743 10	20,886 071	1,863,746 16
	1		72,758 72:	
1844	1,800,000	68,809 51	30,000 #	1.902,555 67

Year	Gross receipts from all sources.	Expenses.	Charged for depreciation of machinery.	Nett profits.	Dividends Rate Surplus of Deficiency Surplus on of that per the year. year. of the year.	Rate Su per th	Surplus of the year.	Deficiency of the year.	Surplus on hand ov 30 of the year.
1 8			Dollars.		Dollars.	DI :	Dollars.	100	Dollars.
333	165,124,30	75,326 11		87,798	30,00	25	59.798 19		60,327,22
837	92	78,508 17		102,261 87	105,000	-		2,738 13	
838	19	75,597 94		116,180 63	105,000	7	1.180 63		68,769 72
833	\$ 9.160 63	92,151 44		158,229 13	132,000	00	61 000		94,998 85
1840	231,575 27	91,400 17		154,307 61	138,000	8 9	16.307 61		111,306 46
841	267,541 34	119,469 32	1	148,072 02	144,000	8	4,072 02		115,378 48
842		165,174 79 + 20,886 07		113,135 89	144,000	00		30,864 11	84,514 37
1843	277,315 06	100 ±		74,303 29	144,000	00	ę	69,696 71	
1844	316,909 58	139,293	\$ 30,000	147,615 70	144,000	8	3,615 70		18,483 36
Ī	3 539 Ano 31 1 050 059 05	1 050 050 05	20.000	1 140 499 96 1 191 000	2000	-			

Cosh reecived for old rail iron sold

† Balance of interest account charged to expenses.

: Cost of rail iron for repairs, originally charged with rail iron for construction, and now transferred to its proper head.

Il Depreciation in value of engines and cars.

\$ Advance on 600 shares new stock sold at auction for account of the corporation.

The cost of a share on the 30th Novemoperations. The amount on hand in the of accounts was made, after the opening of year 1841, when it was largest, more than the road, including interest at 6 per cent. on

MISCELLANEOUS NOTICES.

THE BALTIMORE AND OHIO RAILROAD IN VIRGINIA.—The message of Governor McDow-ell to the Legislature of Virginia in relation to which we publish below, will attract the attention of our readers and elicit their commendation

for its good sense and propriety.

To persons at a distance, and unacquainted with the minute particulars which may influence opinions and feelings at the place of action, it must seem strange that a proposition to carry a valuable railroad through a long extent of her territory at the expense of the party asking the privilege, should meet with opposition in Virginia. It may be true that a portion of the State will not be directly benefitted by the work—but what a reason is that to give why another portion which should be benefitted by it must be denied the proffered advantage! It cannot be that any portion would be injured by so useful an improvement.

The message of Gov. McDowell, however, takes the proper view of the case. Virginia, if she refuses the use of her territory to the road, will only deprive herself of a benefit. Her refusal will not prevent the completion of the road to the Ohio river. There are other routes besides the projected one through Virginia; and efforts of the most earnest kind are now on foot to induce the Company to go direct to Pittsburg. Efficient means no doubt would be soon forthcoming if the Pittsburg and Pennsylvania interest should be brought to bear upon this project. The Company, however, are desirous of having the choice of the most eligible route.—

Balt. Amer.

BALTIMORE AND OHIO RAILROAD .- A COTrespondent at Richmond writes us that "the memorial of the Baltimore and Ohio Railroad Company is still before the Committee of the Virginia House of Delegates; its discussions having been thus protracted by the opposition of the various interests adverse to its prayer; and that President McLane having several times addressed the Committee during the progress of the argument, delivered his concluding reply at considerable length and with marked effect, on Saturday, the 18th instant. A decision of the Committee may now be expected within a few days, and the case will then come before the House for the consideration which its merits and importance demand."

The subject of the extension of the railroad to the Western waters is one of deep interest in Pennsylvania as well as in Virginia. A committee from Pittsburg is now in Baltimore, whose object is to induce the railroad company to extend the road to Pittsburg by the offer of an unconditional right of way, &c. If, therefore, the application now before the Virginia Legislature should fail, there is no doubt that a route will be offered through Pennsylvania on acceptable

ternis .- Balt. Amer.

On motion of Mr. Phelps, an order was adopted, calling on the President of the Baltimore and Ohio Railroad Company to report, at what rate, under an arrangement to exist for ten years, they would trasport coal and iron for, from Cumber land to Dam No. 6; and what amount of tons they would agree to deliver annually. Also to report what would be the relative cost of transportation by the railroad and canal, and by the canal alone, if completed to Cumberland. Also, what amount of stock, if any, they would take, in a company, saould the same be incorporated, to construct a railroad from Cumberland, to the coal region at Frostburg .- Balt. Am.

The House, after considerable debate, adopted by 35 year to 27 nays, an order submitted yes- was gone over in 271 minutes precisely, without

terday by Mr. Clarke of Washington Co., pro- any assistance from her sails, giving a speed of viding for the appointment of a committee of 9 4-5 miles per hour. The time required to ship route, and the western portion of the Baltimore the proceedings of the Clarksburg Convention, and Ohio Railroad, with a view to ascertaining the expediency of postponing the liens of the state on the canal, to allow the company to obtain means to complete the work; and for judging of the practicability of using the railroad as a feeder. -Balt. American.

> THE CHESAPEAKE AND OHIO CANAL. - When it is considered that this Company can obtain the means for its own completion without its costing to do, is, to postpone its liens from which it cannot receive anything until the canal is finished. it is indeed extraordinary that any opposition boats) 1,561; departures (exclusive of steam-should be made to so reasonable a request.

THE LOPER PROPELLER—A NEW IRON STEAMSHIP.—A beautiful model of an iron steamship of 300 tons, now building at Wilinington by Messrs. Bates, Harlem and Hollingsworth, for the Bengal Iron Steamboat Company, intended to trade between Boston and Bengal, is now to be seen at the Merchants' Exchange. The Loper propeller is attached, and the recent improvement of Mr. Loper is applied, so as to house the wheel in case of a storm at sea, or when other circumstances should render it necessary. The means by which this desirable object is attained is at once simple and effeetual. The wheel is fitted in a frame which supports the whole weight of the wheel, and thus relieves the shaft. The wheel, by being brought into a particular position, is uncoupled, and a chain working in the top of the frame is attached to the shaft, by a few revolutions of which the wheel is hoisted completely out of the water, and hangs suspended by the chain until it is wanted for use. The steam can then be applied to lower the wheel, it falls into its proper position, a coupling block is screwed over the joint in which the shaft of the wheel fits, and all is prepared to go ahead again. The frame supporting the wheel works in a groove, which keeps it steady, and at the same time causes the joint of its shaft to fall into the position for coupling with the main shaft. This arrangement is so complete, that the housing of the wheel can be accomplished by the engineer, without the application of any other power than that afforded by the engine, in less than five minutes from the time the order is given by the captain.

The ship now building at Wilmington is 140

feet long, 23 feet beam and 12 feet hold, and is to have two engines with 24 inch cylinders. She is to be completed by the 1st of April. The stern of the model resembles that of the U. S. steam-

ship Princeton.

The Loper propellers are rapidly increasing in number, and are generally admitted to be the form best adapted to either sea, river, or capal

THE ERICSSON PROPELLER.—Yesterday the barque Edith, recently arrived from Boston, sailed for China. This vessel is provided with an auxiliary steam power, for use in calm weather, or against moderate head winds. Her engines, two in number, are of 26 inch stroke, 18 inches in diameter, and work the propeller. They are so compactly and symmetrically arranged that to a spectator they appear to occupy not a great deal more room than two water casks. The distinguishing feature, however, of this application, is an apparatus recently patented by Capt. Ericsson, and now first used, for unshipping the in 1843, £213,328,972. propeller when the steam power is not required. In a trial of the vessel on the day before she sailed, a measured distance of 41 statute miles

seven, to visit the western section of the canal and unship the propeller, in a number of experiments, did not exceed 7 minutes.

The Edith is owned by Messrs. R. B. Forbes and Thomas H. Perkins, of Boston. She is of exquisitely beautiful model and finish, and no expense necessary to give her all the qualities of a fast sailer, has been spared. Previous to her leparture, she was visited by many of our ship owners .- J. of Com.

The Cleveland Herald of the 13th instant, gives the details of the trade of that port. From the state one cent, and all that the state is asked an examination of these we find that for 1844 the tonnage belonging to that port amounted to 11,-738 ts.; arrivals of that year (exclusive of steam-

Imports constwise for the same year \$5,670,622 Imports from Canada . . . 4,933,326 Exports coastwise Exports to Canada 579,711

Making a total of exports and im-

ports of \$11,195,702 During the same year there were 2,400 arrials and departures of steamboats, and the numper of men employed as mariners in the trade of this port amounted to 681,

The foregoing facts are taken from a state-nent, signed by M. Milford, the Collector, in which he enumerates also the articles of which the vast trade of the port consists. We wish the Collector of every port on the Lakes would fol-low the example of Mr. Milford, as we feel confident that no better arguments could be adduced in favor of the economy, advantages, and necessity of the Lake harbor improvements. Nat. Intel.

THE COAL TRADE .- The Allegany papers state that this trade is daily increasing, orders for coal reaching from all quarters .- Fred. Herald.

GOLIATH ENGINES .- Four of the largest locomotive engines ever constructed, are about to be built for the Sheffield and Manchester Railway. The cylinders are to be 18 inches, the stroke 5 feet, the wheels, six of them, 41 feet diameter, and all six coupled. The weight of the engine alone, when loaded with fuel and water, is 24 ions. It is calculated that on a level they will draw separately from 1000 or 2000 tons.

THE BRITISH POST OFFICE SYSTEM .- In the Senate, on Thursday, the President pro tem-submitted a report of the Post Master General, in compliance with a resolution of the Senate, relative to the operation of the British Post Office system, and the effect of the reduced rates of postage on the revenues of the Post Office. We make the following abstract of some of its contents:

The expenditures of the Post Office for the ear ending Jan. 5th, 1844, £977,140.

The gross revenue for do. 1,620,867.

The amount of revenue under the pennypostage system, as compared with the five years preceding its adoption, exhibits a £1,240,000.

The nett revenue for the year ending Jan. 5th, 1844, was £643,727.

But the expense of the packet service was £564,577.

Reducing the nett revenue to £79,150.

Estimated number of letters subject to penny postage, which passed through the Post Office

Foreign and Colonial letters, \$7.108,330. Internal Colonial letters, £2.025.348.
Post Offices in the United Kingdom, £4,758. The document was ordered to be printed.

•		1 1 15	ENGLISH		DAD SHARF	Dividend at last	1 ,	(AL		PROPUS		î Li
	-	ened.	a, in pounds to be raised inorigage.	und ess ets.	pounds for six months as stated in latest ballance sheets. Total earnings, in pounds, for six months as stated in latest ballance sheets.	meeting.		ζ	RAIL	VAYS.		Cap
		opened.	od L	sums, in pound nded at dates c balance theets.	ngs,	e . É				ction		900
NAME OF RAILWAY		A	3 -2 2	at at	E SELECTION OF SEL	share.	share.			ction allymena		200 385
A ALIAN OF THE STATE OF		ims	shares. tal sums, lhorized to loan or m	alar	d in de le	an an	42	Black	burn, &	Accring	gton.	400
		Miles of snm	har har	a pund	pounds for as stated lance shee pounds, for as stated ance sheet	Per Per per c	uo I	Birk.	and Ch	esh. June	ction. 1,	
		log.	Total	Total expendatest	To a mo	C s. d. £ s.		Bolt.	Wigan	and Live	rpool	800 800
Arboath and Forfar			2.000 35.000	138,870		12 6 2 10		Cam	bridge an	d Lincol	$n \dots 1$	250
Sirmingham and Gloucester.		. 55 1,18	7,500 407,336	1,500,806	39,261 53,203 1	5 0,2 10	0 100 10	00 Chat	ham and	Portsmo	outh. 5,	
Brandling Junction		. 23 16	1,700 365,470			4 10				Wrexhai		120
Bristol and Gloucester Chester and Birkenhead			0,000 211,000 0,000 143,170		5,856 13,148 0	nihi	1. 30 0 50	SU) Chur R2) Direc	net valle	ern to Yo		,800 .000
Dublin and Drogheda			0,000 150,000	1 200 0.101		nihi	l. 55 '	72 Dubl	in and l	Belfast		950
Oublin and Kingston		. 6) 20	0,000 152,200	359,000		5 006 0	0 100 10	66 Dune	dee and	Perth		250
Oundec and Arbroath		. 16 3-4 10			2,989 6,993 1 9,889 17,702	5 0 5 0 0 nihi	0 25 2 1. 31 9	29 Edin	burg and	Norther	rn	800 270
Ourham and Sunderland ast County and North and	East.	. 86 1-4 4.44	9,350 124,055 3,2001,341,155		47,385 118,726 1			7 Glass	row. Du	m. & Ca		
dinburg and Glasgow		. 46 1,12	5,000 375,000	1,649,523	29,429 55,866 1	2 6 4 10	0 50 5	77 Gt. S	outh. an	d West.	Ext. 1,	,200
lasgow, Paisley and Ayr		. 51 93	7.500	1.066.951	12,446 36,736 1	2 6 4 10	0 50 6	05Gt. C	rimsby	and She	ffield	600
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ustralian Trust company eneral Steam Navigation t. Western Steam Pa etropolitan Wood Pav atent Elastic Pav eninsular and Oriental itto olytechnic Institution eversionary Int. Soc Mail Steam Packet unth Western Steam inp Owners' Towing hames Tunnel eninsely shby de la Zouch erringham, 1-16 share o. and Liverpool Junct oventry comford erby erwash orth and Clyde and Surrey and Surrey oucester and Berkley antham	20,000 1 15,000 1 10,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 5 1,500 10 0,000 11 4,000 15 1,423 11 720 10 3,000 11 4,000 16 500 10 450 600 231 1,297 40 11,500 10 5,000 10 1,500	100 6 1 50 50 40 100 60 55 60 60 55 60 60	5 65 1 3 7 64 3 7 64 3 7 64 3 7 64 3 104 36 1 2 10 15 10 150 150 150 150 150 150 150 150 150 1	-8	Oxford Regents or Lone Regents or Lone Regents or Lone Regents or Lone Shropshire Stourbridge Stourbridge Stroudwater Swansea Trent and Merse Thames and Me Warwick and B Warwick and N Birmingham East London Grand Junction New River L. B Manchester and Vauxhall, It. S. I West Middlesex Commercial Docl East and West L	don	1,786 21,418 500 800 700 500 300 200 533 3,762 2,600 8,149 3,000 4,433 5,500 1,500 6,486 1,000 8,294 Dec	100 33 3-4 125 125 140 125 145 150 100 26 1-2 50 19 1-4 100 Works 25 100 av. av. av. iks.	100 33 3-4 125 150 140 125 150 100 26 1-2- 50 19 1-4 100 41 2-3 30 100 63 5-8	30 2 5,8 6 7 1-2 1 25 4 12 12 12 14 19 15 5 1-2 6 5 -8 15 6 5 -8 15 6 5 -8 15 5 1 -4 11 5 1 5 5 1 -2 1 5 5 1 -4 11 5 5 1 -2 1 5 5 1 -4 11 5 5 1 -2 1 5 5 1 -4 11 5 5 1 -2 1 5 5 1 -4 11 5 5 1 -2 1 5 5 1 -4 11 5 5 1 -2 1 5 5 1 -4 11 5 5 1 -2 1 5 5 1 -4 11 5 1 -4 11 5 5 1 -4 11 5 5 1 -4 11 5 5 1 -4 11 5 5 1 -4 11 5 5 1 -	25 25 26 27 28 28 28 28 28 28 29 29 29 29 29 29 29 29 29 29 29 29 29	25 120 123 480 230 360 240 30 10 28 225 57 55 127

ANI	ERICA	N STATI	e wor	KS AL	ND CA	ALS.	ETC.			
STATE WORKS.	Length	1 · Cost	19	H3. Expend.	1 1	14.	The St	te Canals ar	e all 4 feet deep. d 80 to 90 feet in	and the locks
N.Y. 1 Black river canal(4 years' deficiencies	-	2,066,285		Bapenu.	raciane.	E Apend			lowed on the	
" 2 Cavuga and Seneca—(14 years' def.)	. 21	419,830	16,557				cies nor	are the si	x millions pa	id from auct
" 3 Champlain canal	93	1,257,604							cluded, princi	
" 5 Chenango—(7 years' def.)	.1 97	3,267,590	16,195	15,967			quire la		their complete	
" 6 Crooked lake—(10 years' del.)	. 8	263,950	461	3,674			on which	h is much g	reater than the	estimated or
" 7 Erie—enlargement of	120	20,435,406 4,167,846							als when finis	
" 9 52 miles opened, cost \$1,500,000		1,107,010							from the total	
" 10 Oneida lake—(4 years def.)	6	85.082		2,239				00 and \$2,	100,000 are \$3	9,000 and \$1
" 11 Oswego—(14 years' def.)	38	882,399			7,38		000 resp		ts for 1843 w	em \$1 019 40
" 13 Delaware canal					109,278	22,870	for 1844	\$1,164,32	, and the cos	t about 30 n
" 14 French creek		• • • • • • • • • • • • • • • • • • • •					lions.		4	
" 15 Main line					443 33	205 067	Canal to		814 are as foll	- 578,4
" 17 Portage railroad	36				179,78	138,915	Railroad	tolls, -	- 1- 1	- 252,6
18 Susquehanna division canal	39 130							ower, -	- 1	- 319,5
" 20 Western division canal	105						Trucks,	receipts, -		- \$1,164,3
" 21 North branch Susquehanna canal	73						of which	\$585,922	is from 118 m	iles of railro
22 West branch Susquehanna canal	72		• • • • • • • •				and \$578	,404 from 5	550 miles of ca	anal.
Year ending 30th Nov		947,670	4.757		4 996		The c	nals of Oh	io are supporte	d hy a proper
25 Miami canal		1 660 749	68 640	38,826	74,904		tax of 5	1-2 mills or	n the dollar.	There are 8
26 Miami extension		2,949,250	8,291		12,053				State, which	
27 Muskingum	310	1,602,018 4,600,000	23,167 322,754		338 96				44 \$515,393, tl 33. The incre	
29 Wabash		2.955,270	35,922	6,400	49,267		'43 is onl	y \$43,770,	though the ye	ear '44 has e
SULVY alrending		607,269	838	39,005					rease through	out the count
d. 31 Western road		255,014	7,254	1,782	5,81			before kno	on sundry wo	rks vield no
33 Maume canal							come wh			J leid ill
1. 34 Sundry works		10 000 000							ch. J railroad st	
ch. 35 Central railroad	68	2,776,297	149,987	75,960				rits own e	ern road, and	i iurnisnes i
··	Length	~~~~	1843.	~~~	~~~	614.	~~~	alue i		~~ <u>~</u>
, CANALS.	in miles.	Cost.	Income Gross.	e. pe	E In	Netl.	per cent. st	of ock.	REMAR	KS.
Blackstone		400,000								
Beaver and Sandy, (part)		1,000,000								
Charleston, (S. C.)									may, perhaps,	
Chesapeake and Ohio.		12,370,470							e enabled to gi	
Conestota Delaware and Chesapeake		300,000							all these cana and Ohio ca	
Schuylkill	108	3,500,000	279,795 10	2,221				3 comple	te to the coal-	mines, hence
James river and Kenhawa									income. T	
Middlesex.									of its origin	
Port Deposit	10	200,000						Schuyl	kill canal ste	ock has fall
Delaware and Raritan		2,900,000 300,000	99,623 5	3,327				from 13	on to 50. The paying off de	
Tide Water.		2,900,000						pued to	paying on uc	
Union	80	2,000,000								
Morris	101	1,000,000					2	8		
Sishai Swamp.	بسبا	٠٠٠٠٠	~~~			~		••••	pended	
CANADIAN CANALS.	Length, in miles.	No. of Locks locks. in fee	Length o	Size of loc of Width.	Depth or	Bottom.	Surface.	stimate. Sep	to t. 1843	
The Welland canal			. feet.	feet.	feet	feet.		948,572 2,4	85,572 We	have no repo
Main trunk from Port Colborne to Port Dalhousi	1	31 328	150	26 1-2		_ 45		• • • • • • • • • • • • • • • • • • • •		September 18 e not aware th
Junction branch to Dunville Street branch to Port Maitland below.	a 21	1 6	150	26 1-2		35	71 85	• • • • • • • • • • • • • • • • • • • •		statements c
		1 6	_ 200	45	9	45	00 .		culated	l to give tr
The St. Lawrence canal		2 7	200	45	9	50	90			of cost and
Rapid Plat		2 111		45	9	50		672,498	973 lished.	are ever pu
Farren's point		1 31		45	9	50	90 .	905 2001 0	CE CC2 Abo	ut 3 millio
rnwall, passing the Long Sault rapidsaharnois, do. Coteau, Cedars and Cascades road	11 1-2	7 48 9 82 1	200	55 45	9	100	150 120 1.	865,372 1,6 190,087 2		been expend
chine, do. Lachine rapids	. 8 1-2	5 44 1		45	9	80	120 of	d canal. 4	00,000 income	Sept. 43. Green 143, \$10
largement of do							1,	001,333	04,439 306, uj	pon 82 miles
Total from lake Erie to the sca	66	57 525 9 74	120	24	6	36	60	200,000 4	40,000 million	s.
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Length	in i		1843.		184	1. 10	iv.   Value		<b></b>
	miles R. rd.   Car	Cost	Gros			Gross.	Nett. Co	er of stock.	REM	ARKS.
Delaware and Hudson	16 108 20 72		,000 930,2					31		1
1	20 1 12	1 0,000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
		P								1

		Length			43.	Die.	DADS.		Div.	Value	
	RAILROADS.	in miles.	Cost.	Gross.	Nett.	per cent.	Gross.	Nett.	per cent.	of stock.	, REMARKS.
Me.	Iflnel'd. in "Boet. & Me." & "Eastern."										We have no returns from the Ma
H.	2 Concord.		. 004.070	180 515					13		or New Hampshire roads.
ASS.	3 Boston and Maine	109	1,384,050							108 120	The annual reports of the Massac
	4 Boston and Lowell	28 41	1,863,746 1,900,000	277,315	110.993					109	setts roads will soon be out. The
	5 Boston and Providence		2,885,200	404 141	162 000	6					crease for '44 is very great; the rece of the Western road being about \$8
	7 Berkshire	21	250,000	202,121	17.50	7					000.
	8 Charlestown branch		250,000			13					
	9 Eastern	105	2,388,631	279,563	140,595	6				112	·
	10 Fitchburg	05.10	322,538							109 .	
	11 Hartford and Springfield	25 1-2 14 1-2		91.070						120	
	12 Nashua and Lowell	20	498 543	50 671	24 000	6				120	4
	14 Norwich and Worcester	59	2,166,566	162.336	24.871				1 3	67	
1	15 Taunton branch	11	250,000		20,000	8				118	
	16 West Stockbridge	3							· · · · ·		041
	17 Western, (117 miles in Mass.)	150	8,319,520	573,882	284,432					92	
	18 Worcester branch	38	9,500							92	**
	20 Housatonic,	74	1,244,123				150 000			34	
	21 Stonington, (year ending 1st Sept.)	48	2.600.000	113.889		1	154,724	79.845		40	
Y.	22 Attica and Buffalo	31 1-2	268.275	45.896	7.522						
	23 Auburn and Rochester	78	1,727,361	189,693	112,000			1		110	Ithaca and Oswego and Catskill
	24 Auburn and Syracuse	26	743,931	86,291	27,334			:			Canajoharie roads were sold by the s
	25 Buffalo and Niagara		5,000,000	•••••						28	The former does little, the latter noth
	27 Erie, opened	53	0,000,000		48 000					20	
ŀ	26 Harlem		2,200,000							65	-
	29 Hudson and Berkshire										
1	30 Long Island	95	1,500,000							77	
	31 Mohawk	1634	1,030,949	69,948	58,780	• • • • •	•••••		••••	59	
	32 Troy and Greenbush	43		76,227							n
- 1	34 Troy and Saratoga	25	475.865	44,325	21.000						Part of the New York and Albar
	35 Troy and Schenectady	20 1-2	633 520	28.043							5
	36 Schenectady and Saratoga	22	300,000 2,124,013 1,080,219	42,242	3,000	. 1					
F	3 Utica and Schenectady	78	2,124,013	277,164	180,000	9				131	
	38 Utica and Syracuse	53	1,080,219	163,701	72,000				• • • • •	119	
J.	10 Elizabethtown and Somerville	92 26	3,200,000	052,832	583,880				• • • • •		
1	Morris and Essex	20	300,000								1.1
4	12 New Jersey	34	2,000,000							93	
1	Paterson	16	300,000							80	
. 1	14 Beaver Mcadow	26	1,000,000 1,250,000						••••		
4	15 Cumberland valley	46 10 1-2	1,250,000	• • • • • • •					••••	•••••	
	7 Harrisburg and Lancaster*	36	860,000								
	8 Hazleton branch	10	120,000								The costs of those roads marke
4	19 Little Schuylkill	29	000 000								were taken from de Gerstner's re
-	O Lykens valley	16 1-2	100,000								published in the Journal in 1840.
	Mauch Chunk	9	100,000	•••••		10			••••		
	52 Minehill and Schuylkill Haven	18 20	313,000			16					
. [	54 Philadelphia and Trenton	30	400,000							•••••	
	55 Pottsville and Danville		1,500,000								100
	56 Reading	94	9,000,000							22	
	57 Schuylkill valley	10	1,000,000								
	59 Williamsport and Elmira	25									
	59 Philadelphia and Baltimore	93.3	4,400,000 600,000					•••••	••••	22	
d.	61 Baltimore and Ohio, (1st Oct.)		7,623,600	575 235	279 409		558 690	346 946			
	62 Baltimore and Susquehanna	58	3,000,000	,	213,102		000,020	010,540		5	
	63 Baltimore and Washington	38	3,000,000 1,800,000	177,227	71,691		212,129	104,529		84	
	64 Greensville and Roanoke	17 1-2	260.000								
	65 Petersburg and Roanoke* 66 Portsmouth and Roanoke*	60	766.000								
	67 Richmond and Fredericksburg*	78 1-2 61 1-2	850,000 1,200,000						••••		
- 1	68 Richmond and Petersburg	22 1-2	700,000	******							
	69 Winchester and Petomac*	32	500,000								
	70 Raleigh and Gaston	84 1-2	11.360.000								
	71 Wilmington and Raleigh	161	1.800.000								
	72 Charleston and Hamburg* 73 Louisville and Cincinnati*		2,400,000	• • • • • • • •	• • • • • • • • • • • • • • • • • • • •						
	74 Central	190	800,000 2,581,723	997 530	03 100						
1	75 Georgia.	147 1-5	2.650.000	248.026	158 207	1	248 096	147 593		,	
2.	76 Tuscumbia.	46	5,000,000	320,020	100,201		20,030	171,040			
7.	77 Lexington and Ohio	40	500,000				.,				
nio	78 Little Miami		450,000								
	79 Mad river	40	400,000				1				
ch	31 Detroit and Pontiac	95		• • • • • • • • • • • • • • • • • • • •							
	32 Trie and Kalamazoo.	25 33					:				
1.	Madison and Indianapolis	561	152,000								Purchased from the state.
		15	,			1		24,000			

SALES OF RAILROAD		aday.		sday.	Wed	inesd.	1 hm	rsday.	Fri	day.		nday.
NAME OF COMPANY.	on'rs.					Price.			Sh'rs.		Sh 'rs.	
Boston.		- 00	100			100	CO					
Old Colony		100		100		100		100	-	100		
Norwich and Worcester.	40				50				125		1	
Western		94 1-2	5	91	7	93 3-4	11	95	24	96		
Long Island												
Eastern			27	105	20	105 1-2	1	101	32	106		
Portland and Saco									9	983-4		
Boston and Worcester			1	1183-4	4	118 1-2			12	1181-2		
Lowell	2	1171-4										
Reading	150	201-2	25	201-2			125	20			25	19 3-
Boston and Mainc				109					9	109		
Fitchburg												
Concord										130		
Taunton branch									30			
Taunton branch			-							,		
Nashna and Lowell					11	107						
Boston and Providence			1	1	1				1 000	20		
Reading bonds		• • • •							1,000	70		
New-York.			1		225	25 3-4	400	26 1-2	475	27	475	271-
Erie					1,000	63 1-4	200		100	1	50	
Harlem	COL	71 1-2	050	73	975	721-2			150			
Long Island	105							72 1-2		721-4	875	
Stonington	125	38	83				350	38			25	
Paterson		• • • •					100	79				
New Haven & Hartford.							10	91				
Housatonic				• • • • •	60	119						
New Jersey							10	94 1-2			200	941-
Mohawk	275	60	25	60 1-2	100	60 1-2	100	60 1-4	25	60 1-2		
Reading		41					50	40	200	40		
Morris canal		25 1-2	825	271-2	550	26 1-2	550	26 1-2	400	261-2	525	27
Utica and Syracuse			1		20	119						
Norwich and Worcester.		64 1-2	1.400	66	1.000	65 1-2	862	65 1-4	456	643-4	905	66
Philadelphia.	-		1	1 2			-					
Camden and Amboy											3	100
Camden and Amboy 6's												
Reading			25	20 1-4								
Reading bonds, 6's							1.000				5,000	
Wilmington		183-4		283-4		181-2		,			773	
Wilmington bonds, 6's	3 000		1.		800			101-2	1	1		
						101-2			500		2.100	
Lehigh mortgage			4,500	67				• • • • •			5,000	
Chesapeake and Del. 6's		••••			10	30				20		1
Schuytkill Nav					1	30			20		10	30
Lehigh Nav							50	11	• • • • •			
Baltimore.	35	481-2			38	483-4						
Baltimore and Ohio				****							1	
Ba'timore & Washington					10	83				1	1	4.
Susquehanna Canal									• • • • •		20	1
Philadelphia & Baltimore												

We call the attention of Directors to the Tabular Advertisement of the New Jersey Railroad and Transportation Company on our last page. A similar advertisement for each of the principal railroads would afford to the traveller in our widely extended country, information which is at present beyond his reach, even had he access to all the papers in the United States.

We particularly request weekly statements of the traffic, also of the corresponding weeks of last year to be regularly sint to us. At present they are scattered over many papers, and are of little value, os they can never be found when wanted. The inaccuracies also are often very great.

We are endeavoring to devise a mole of advertising the rates of fare and distances of the principal railroads in the country, and have opened a correspondence on the subject with gentlemen connected with some of the most important works.

### PRINCIPAL CONTENTS.

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### AMERICAN RAILROAD JOURNAL. PUBLISHED BY D. K. MINOR, 23 Chambers excet, N.Y.

### Thursday, January 30, 1845.

Notice has been given of numerous applications to the legislature for charters, amendments, etc. The New York and Erie request permissiod to locate part of their line in Pennsylvania; the Utica and Schenectady and Syracuse railroads petition for an increase of capital to enable them to relay their roads with the heavy rail; the New York and New Haven railroad company ask for a charter from this city to the State line, and the New York and Albany company for an extension of the time at the end of which a certain quantity of work was to have been done. That these most reasonable requests will be granted would appear to be a matter of course, unless the railroad companies quarrel among themselves.

There are however other applications which will meet with strenuous opposition. The petition of certain persons in Troy to have that portion of the New York, Albany and Troy railroad, between Greenbush and Troy, struck off from the main line and erected into a "sovereign" work, in order to divert from Albany to Troy the trade for which the former city contributed so largely to the construction of the Western railroad. An application will also be made for permission to build a bridge at Albany to prevent the western trade from going round by at, say, Binghampton, Owego, Ithaca, Elmi-Troy. It is a contention between the rival cities.

kill Navigation Company, and will notice the enlargement in our next. Also the report of the Little Miami Rrilroad Company.

THE FARMERS AND THE RAILBOADS.

We think it proper to commence by stating, that if we oppose canals and favor railroads in any particular case, it is not on account of any objection to canals generally, but because we believe that railroads would give superior accommodations. For example, if the State of New York had speculated in railroads, instead of canals, and had bolstered them up in the same manner, we she be just as desirous to see the people allowed to use canals as we now are that they should be permitted to forward to and from the west by railroad.

There is, however, a grand distinction between the kind of accommodation offered by canals and railroads. By the canals, the farmer of western New York can send flour, pork in barrels and grain to market during seven and a half months of the year. The very same articles are sent from the cheap lands of the west, at a trifling additional cost of transportation, across the lakes, during the same period, and the consequences are only too well known in both country and city. By the railroad fresh meat and butter, poultry, fruit, eggs, milk, etc., may be sent to market throughout the year. The low rate of speed on the canals renders this impracticable during summer; and in the winter they are closed by ice. The above mentioned articles must therefore go by some other conveyance, or not at all. The only practicable conveyance is by railroad, but the use of that mode of transportation is prohibited by the government; hence the farmer loses the sale of his cheaply produced and high selling articles, and the city pays an exorbitant sum for supplies, which-though their present actual amount be immense, would not meet one-half the demand at reasonable prices.

In our last we endeavored to show the injustice of the State tax; but that is a trifling affair compared with the monopoly of the State government. For example, we will assume the average valuation of western farms, at \$5,000 each; then the mill tax for the support of the canals will be five dollars. Now, the difference in the value of a single hog, of the common weight of 250 pounds, in western New York, and in this city or Boston, is more than five dollars. A couple of dozen of common sized turkeys would sell for five or six dollars more in these cities than ra, Geneva, etc. Yet, \$5,000 is very far We have received the Report of the Schuyl above the average valuation-perhaps double.

Now there is no possibility of competition from the west in those products, and we con- the western papers: fidently assert that, with free access to market by railroads, several millions per annum following rates will hereafter be charged upon the would be put into the pockets of the farmers. Buffalo and Hudson railroad, we understand from would be put into the pockets of the farmers the Buffalo Advertiser, for the winter 1844-5, excluof western New York by the consumers of sive of State tolls:

"Freight tariff between Buffalo and Hudson river. Boston and this city, to say nothing of Albany, Troy, Worcester, Hartford, etc.

The By the passenger train, per 100 pounds, By the freight train reports of the New York and Erie railroad 1st class merchandize, company show that a canal on the line of that road would have yielded as little as the 4th "flour, meal and salt, -Chenango canal; a mere nominal income. But we have other evidence and direct to the point. Some years since the State-virtually -prohibited the great majority of her citizens from travelling in steamboats. Fortunately a higher authority overruled this audacious assumption of power over the free this State—and now, not only do the people numerable landings on the rivers and bays, a large proportion of which produce could never have reached us, had the State been permitted still to sway her leaden sceptre over the energies of our citizens. The difference will be as great with railroad as with steamboat emancipation. The steamboat skirts the shore to landings whence roads lead into the interior. The railroad plunges at once into the bowels of the land and drains the produce from either side like a mighty river and its tributaries. The present travelling between Albany and Buffalo at the rate of 15 miles per hour in comfortable cars, as compared with the former mode by stage, at the rate of two miles per hour (often walking, or rather wading half the way) will show what may be expected, when our citizens are no longer trammelled by legislative enactments as to the time and mode of transporting western freight. The difference will not be less in the latter than in the former case. We may incidentally allude to the railroads of New Jersey, which bring large quantities of fruit and vegetables to this city. Nothing of this kind exists on the line west of Albany—it would be a reflection on the "State canals," and might tend to dangerous consequences.

But some will ask, can the railroads carry of these advantages. That the public men than the winter rates by railroad to Boston. of the State believe they would, is sufficient-

1

We find the annexed rates of freight in tance to Albany, we have a charge of \$10

" Freights between Buffalo and the Hudson .- The

"Wool and feathers unpressed, and sheep pelts, will be charged twice second rates.

"State tolls on produce of the country generally, 4½ mills per mile, per 1,000 pounds, or 15 cents per 100 pounds from Buffalo to the Hudson river.

"On merchandize, 9 mills per mile, per 1000 lbs., from Buffalo to the Hudson river."

barrel, exclusive of canal tolls, about thirty-lest in this question. The line from Albany gifts of nature—the rivers, lakes and bays of five cents. The average rates during the to Buffalo is the only one in the Union on season of navigation are seventy-five cents which there is a very large general traffic travel by steamboat whenever they please, per barrel from Buffalo to Albany, carried in existence, and consequently offers the but an immense quantity of produce is daily in large quantities during the best season of best opportunity of testing the capabilities of brought to this city by steamboats from in- the year, and with considerable return the railroad for the business of transportation freights of merchandize. Now, this is twen-in all its branches. ty-five per cent. less than the charge by railroad, at six times the speed, during the sus-many and such varied topics of interest, that the least business to indemnify them for the shall conclude our present remarks by exing accommodations which are idle during State tax-it would be better for the farthe seven months of the year when they mers, of all those portions of the State which should be most busy. In short, under every can be materially benefitted by railroads, to disadvantage, with which even legislative in- pay all the canal deficiencies which comgenuity could fetter their energies and capa-plete emancipation might produce than to bilities, the railways have shown the vast ben- suffer longer under the present most wretchstricted use, as enjoyed by the inhabitants of taxed and denied the use of railroads. The other States and foreign countries-for few canal deficiencies could, under any circumof our readers can doubt, that it would be stances, scarcely reach a million per annum, more profitable for the companies to carry and the markets of this city would benefit flour throughot the year at 75 cents per barrel (two cents per ton per mile,) than du-that amount. ring the winter only at \$1. Those who are more intimately acquainted with the cost of in this city is entirely unknown in the countransportation on railroads know very well, that 60 cents per barrel through the year would pay much better than \$1 during winter only. On the Eastern Railroad, in Massachusetts, the winter rates are 35 cents per barrel of flour carried 200 miles, or at the rate of 56 cents for 320 miles of railroad portant, then, would be a measure which from Buffalo to Albany. The average cafreight at rates which will insure all or any nal rates are, therefore, 30 per cent. higher ets of the farmers? Let no one pronounce

ly plain from the pertinacity with which cheaply than those articles the transporta-country and city prices, and has obtained they cling to the "peculiar institution;" but, tion of which by railroad we consider of some idea of the almost miraculous, manner as we place little value on their opinions such vast importance. A charge on these in which the demand in city markets inwhen against us, we have little inclination of four cents per ton per mile will pay very creases with a diminution in the prices of to weaken our position by such "auxiliaries." well; and, assuming 250 miles as the dis-the supply.

per ton, or 1 cent per pound to that city, and less than that sum thence to Boston. By the Housatonic Railroad to New York the cost will be about 3ds of a cents per pound, or say a total cost of one cent per pound. But this cannot be expected until the freighting business is thrown open to competition. It will require large investments in cars, engines, warehouses, additional portions of track, and a well arranged system of doing business. Without these, the attempt to do a large general trade can never succeed, and such expenditures will not be incurred until the use of railways, "ad libitum," is accorded to our citizens. All friends of in-Flour is therefore charged one dollar per ternal improvements have a peculiar inter-

The discussion of this subject brings up so pension of navigation only, at the most ex- it is difficult to keep within the limited pensive time of the year, and when there is range we prescribe to ourselves, and we great expense they have incurred in prepar-pressing the opinion, that-hard as is the efits the people might derive from their unre-ed arrangement, by which they are both both producer and consumer to many times

The consumption of produce of all kinds try, and could scarcely be credited by persons who have given little attention to statistics. An increase of half a million in the canal tolls is considered a matter of general congratulation, though it is all required to pay for the canals. How much more imwould put five times that sum into the pockthis statement overdrawn until he has made But flour will be carried much more himself acquainted with the difference in

ABULAR STATEMENT, exhibiting in detail, the operations and various actual expenses of working the "Main Stem" of the Baltimore and Ohio Railroad, during the year ending Sept. 30th, 1844; and also the amount of receip's for transportation of passengers, tonnage, mails, etc.

•	Miles	run by loc	omotives.	Number of	Cost per	r · Cost	Tons	·Cost	Cost	Eggregate
HEADS OF EXPENDITURE.	With pas'ng trains	er tonnag	e miles	carried one mile	ger per	of convey- ing passen- gers.	one mile.	per ton per mile.	of transporting ton- nage.	working the
Motive power by steam,* Motive power by horses, (in the streets of Baltimore,)				8,131,187 100,000	,	Dollars. 26,834 64 17,918 23			Dollars. 67,657 06 110,253 54	
Totals and averages of motive power, Repairs of railway, (less cost of repairing breaches,) Repairs of bridges, Repairs of depots, Repairs of water stations, Pumping water, Watching bridges, Repairs and renewal of cars, Transportation department,† General expenses,;	152,5	384,840	537,352	8,231;187	0·422 0·297 0·022 0·017 0·092 0·008 0·017 0·130 0·100 0·039	34,752 87 24,393 33 1,833 16 1,400 44 179 98 613 49 1,380 61 10,708 84 8,270 00 3,216 87		1.055 .833 .963 .048 .006 .021 .048 .327 .307 .110		4,931 13 633 74 2,160 19 4,931 75 34,923 94 30,914 87
Totals and averages of transportation,	152,51	2 384,849	537,352	8,231,187	1.051	86,749 59	7,382,468	2.818	208 083 70	291,833 29

* Including cost of repairs and renewals of locomotives and tenders, (\$36,371 48); fuel, (7,732 cords of wood and 5,463 tons of cost, including cost of repairing fuel for engines, \$29,987 71); oil for locomotives and tenders, (6,003 gallons, \$4,802 40); cotton waste, (8,639 pounds \$420,30); and wages of the probability of the control of the control of the cost of

t Including salaries of superintendent, agents and clerks, (\$8,935 04); conductors and brakemen of passenger trains, (\$2,919 88); conductors and brakemen of tonage trains, (\$6,632 06); labor at depots, exclusive of cost of preparing fuel, (\$4,969 92); oil and grease for cars, (\$3,019 57); and contingencies, (\$4,437 80.)

Which embrace salaries of president, secretary and clerks in secretary's office, taxes, insurance, etc.

These expenditures include the cost of conveying passengers and tonnage for the Washington branch road, through the street of Baltimore.

REMARKS.	RECEIPTS AND EXPENSES.	
Besides the tonnage transported as above, and for which the		\$258,517 74
company have received pay, there has been hauled of materials		302,484 88
for repairs of railway and bridges, and of fuel for locomotive		43,221 30
engines, etc., equivalent to 1,035,411 tons one mile; which		h, 33,227 99
amount, if added to the 7,304,468 tons hauled one mile by loco-		16,107 45
motives as above stated, and their sum divided by the number of		1,996 29
miles run by locomotives with tonnage trains, will show the av-		3,151 33
erage net load of each engine to have been but 21 67 tons; which	Total receipts from all sources,	\$658,619 98
is nearly one ton less than the average of the previous year.	Expended for conveyance of massengers and mails \$86,749.59	,
. There have been carried over the winchester and Potomac	" " transportation of tonnage - 238 083 70 1	
railroad, in the cars of this company, equivalent to 411,490 tons		294,833 29
one mile.	Nett revenue,	\$363.786 69
The aver, number of passengers to each train has been 54 nearly	Thom which dod- at outro and in a man and a follows .	क्षुक्का, १०० एव
" charge for passengers, 3.141 cts. per passen, per mile.	For expenditures on account of breaches west of Harper's Ferry, \$12,898 54	
" tonnage, 4.097 " ton "	(4 to a non-contract of the state of the sta	
" cost of repairs of locomotives, 6:67 cents per mile run	" increase in duplicate parts & materials, for repairs locomotives, 2,328 89	
with trains.		
For the purpose of more easy comparison with the working of	builden cars, 1,343 90	16.840.66
other roads not subject to the expense of horse power, it may be		10,090 00

stated that after deducting the expense of horse power in the Surplus revenue as shown by secretary's statement,
streets of Baltimore, the cost per mile of running the trains has been 513 cents; and that including horse power, it has been 548-19 cents.
The expenditures common to both passenger and burden trains, have been divided in the proportions of the number of miles run by the locomotives with JAMES MURRAY, Engineer of Muchin ry and Repairs. trains of each description.

In introducing the report of the Baltimore and Ohio railroad company in our December number, we observed:

"We would draw attention to two important points towards the establishment of which the Baltimore and Ohio company have contributed so largely. These are firstly, the very large amount of business which a railway through a thinly settled country will draw to itself, and secondly, the views presented as to the actual cost of transportation on works with the gradients and curves of the Baltimore and Ohio

railway. Both positions are again confirmed by the experience of the Western railroad of Massachusetts.

"It seems necessary for us to give the following report for other reasons. We shall be obliged frequently to refer to it during the coming winter in discussing the proper policy to be pursued in this State, and especially in pointing out the causes which have so long delayed the re-commencement of operations of the proper policy to be pursued in this state, and especially in pointing out the causes which have so long delayed the re-commencement of operations. rations on our greatest undertakings.

We had especial reference to the Erie railroad in this last remark, and will now the Erie company, starting with all the adgive our reasons for believing that the pres- vantages which the experience of the other ent condition of that work is not owing to had conferred on the country at great exany insuperable or inherent defect in the pense to themselves. The work done is said project itself. No argument or calculations by the directors to be well worth five milto show the advantages of any contemplated lions of dollars and the following statement, undertaking will influence the public like a which we find in the papers and presume to end, the length of the railroad in use was 46 miles-

BALTIMORE AND OHIO AND NEW YORK AND reference to some work, similarly stuated, which has done what the new one promises to do. The Baltimore and Ohio railroad is the only work with which the Erie can be compared, and, taken altogether, we consider its advantages equal to those of the fornothing in the above statement. Now after contending with engineering, financial and legislative difficulties, altogether without a parallel in the history of American railroads, we find that, by an expenditure of \$7,5 600,000, they have put into efficient opera-

Let us now see what has been done by

be authentic, shows what the expenditure of that sum has accomplished

"While strenuous efforts are made by the friends of this great work to ensure its speedy completion it may be well to submit to the public the statistics of its success thus far:

The road was opened for business, to Goshen, on the 23d of Sept. 1841. The gross receipts for mer to this time; for coal has contributed the year ending Sept. 1841. The gross receipts for the year ending Sept. 30th, 1842, were \$101.587 62 pothing in the above statement. Now after 44 . 146 1844 158,285 28 Of these amounts, the parts derived from the rail-

oad, proper, each year, were as follows \$78,525 67 1st year, 95,735 41

122,769 95 The remaining sums having accrued from the steamboat. The net profits of the failroad, during each year, were as follows:

\$31,732,96 1st year, 43,215 85 55,790 02

The number of passengers was, for the first year. 51,974; second year, 63,610; third year, 81,173.

The number of tons of freight, of 2000 lbs. each was, for the first year, 23,867; second year, 28,996;

third year, 36,369.

The income on the railroad during each year was made up as follows:

\$34,848 30 35,064 55 1st year, \$43,677 37 60,070 86 **76,04**6 50 21 45,402 45 Middletown, 53 miles."

It will be seen that in the last year the receipts were \$122,769, while at the ratio of the Baltimore road they would have been about \$440,000.

To persons acquainted with the particulars this may appear an unfair comparison, but it is the view taken by the vast majority, and, explanations and apologies to the contrary notwithstanding, remains a "great The various interests along the line, fact." the unfortunate laws requiring the road to be located in this State exclusively, and directing the work to be commenced in every county at the same time offer no justifications in the eyes of the shareholders. Their reply is, that trusting all to the judgment and good faith of the directors it was the duty of the latter to oppose all restrictions calculated seriously to affect the interests of the company, and to incur no liabilities beyond mere preliminary expenditures until they could conscientiously state that all the important interests of the shareholders had been properly secured Suppose the Baltimore and Ohio Railroad had built a few miles at either end, and had done little patches of work all along the line, the re ceipts would have borne a strong resemblance to those of the Erie road. But even taking the fifty miles in very inefficient operation; as the directors state, costing about two and a quarter millions, and we have only a gross income of 5 per cent., equal to the nett income of the capital invested in the Baltimore and Ohio Railroad. We are, therefore, forced to admit that the management has been unfortunate or that the project is worthless. We have already stated that we consider it equal to the Baltimore and Ohio road in resources, and conclude with expressing our belief that, "had wiser counsels prevailed" an income of 5 or 6 per cent, on the amount expended would have been certain. Under such circumstances the completion of the work would have been insured—not improbably by this time.

GENERAL VIEW OF STATE WORKS.

readers a better idea of the canals and railroads of the United States than they have as as they are technically called, the only ones cording to law. which figure to any amount in the sales of shares. The documents relating to the finan- ful and interesting information on these im- ries will undoubtedly be fanned by the canal

Pennsylvania, Maryland, Ohio, Indiana, Il-thracite trade from its very birth to the preslinois and Michigan, give the latest and most ent time. authentic information of the condition of their public works. The amount expended statement, from official sources, of the last is about one hundred and ten millions of dol- year's business of the railroads of Massachulars, and the receipts over expenses for 1844 setts and New York. This will go far to were about two and three quarters millions show, that works exist in the United States. of dollars, to which sum New York contrib- which would do honor to any country; in uted above one million and three quarters. fact, second only to the works of Great Brit-Hence there is not quite one million net revenue from all the works of the other six this number exhibits the condition of one of States costing eighty millions. We are sor- the very best works we possess. ry to add, that our tables show many failures in private undertrkings, though the loss does da, we are unable to give any information not then fall on the public as in the case of beyond that in our Tables. The Canadian State works.

Hereafter, there is every reason to believe, that the public works of this country will be canals by the Irish laborers-murders being conducted on correct principles, and we think by no means uncommon. The governor has we may safely announce, that private enter- not even alluded to the public works in his prize will be no longer crippled by competition with the State governments: we believe every other subject to which the attention of that no more canals or railroads will be undertaken by them, and that the completion of many of their works, as the enlargement tern townships, that is, the much talked of of the Erie canal, the Black river canal, etc., is more than uncertain. Of the above seven land. We follow the example of his Excel-States, Ohio and New York, alone pay the lency in one respect: we say nothing good of interest; the former, principally by means of the works, their projection, management, or a property tax of above one half per cent. of the character or ability of those to whom levied for that purpose, the latter from the they are entrusted. income of the Erie canal, which is more than sufficient to meet interest and expenses though not enough to pay off small sums of seven articles on railroads, principally on the the principal falling due. Hence, about numerous contemplated routes to Montreal. We \$700,000 per annum is raised by a direct think we see the grand issue. At a meeting tax. But the only successful State work in lately held at the outlet of Lake Magog, the the Union is protected from competition by a monopoly unknown in any other country, and which citizens from neighboring States at first refuse to credit. Taken altogether, real and Boston being the principal object of the the system of State works has turned out a most lamentable failure: bringing taxation and repudiation in its train, destroying confi-important section of Canada to contribute his dence in public works generally and thus mite and influence to the accomplishment of this wanted; diverting the attention of government from the high duties of general legis-ing. The five numbers of the Journal which lation to the merest details of forwardinggo by the Cambria, will give our European the very rates of toll on the canals being established by the constitution of New York! that this meeting looks to Montreal and Boston, -and, in every way, retarding the advancevet been able to obtain. Still, though the ment of the country. For example, in Ohio, best, it is not what the public have a right to there is a tax of 51 mills on the dollar to expect; and, we repeat that it will be some support the canals and of 4 mill for "purtime before a full and fair statement can be poses of education,"—the relative value of as previously observed, all this is premature: the presented, more especially of the "fancies" these "articles" being precisely 11 to 1, ac- first object is to secure a portion of the loan,

for the remainder of the time the line was open to ces of the indebted States of New York, portant subjects, the former giving the an

By the next steamer we hope to give a ain. The report of the Lowell railroad in

Of the immense works going on in Canapapers teem with outrages of every description, inflicted on those in the vicinity of the late speech—yet they are important beyond the legislature is called. He however speaks favorably of a communication with the Easrailroad from Montreal to Beston or Port-

### MONTREAL RAILROAD.

The Portland Journal contains no less than Hop. P. H. Knowlton in the chair, resolutions were passed adverse to the claims of the route to Portland. The third resolution is as follows:

"Resolved, 3d, That the connection of Montgreat thoroughfare now in contemplation, it is the interest as well as duty of every man who would advance the common well-being of this preventing their extension often where most great desideratum through the most direct and practical route, and construction of such a route uninfluenced by local interest or sectional feel-

We do not know anything of the comparative merits of the routes in Canada; but it is clear not, Portland. They obviously expect to draw in the vast influence of Massachusetts, and Boston, in order to make the issue " Boston or Portland," well knowing that the influence of Montreal will favor a connexion with Boston. But, without which, there is scarcely a possibility of The coal and iron tables, give much use anything being done in Canada. These rivalpreventing their extension beyond the little work at the foot of our list. We confess we have little hope of success, unless the people on this side shoulder the whole undertaking.

The Advertiser well observes, "that if the State of Maine can open a railroad communica- nage of each. The whole number it will be tion with the St. Lawrence, that we can not only seen is 38. The number built in 1843, was 36. State of Maine can open a railroad communica-England." Some years since flour was sent to built here. Lake Champlain via the Champlain and St. Lawrence railroad, and, as that article can be boats, (Custom House measurement.) is 6,248 placed on the cars of that road as cheaply as on the wharf at Albany, it is certain that the entire country from Montreal to Portland would re- and the aggregate cost \$605,250. Of the boats ceive its supplies from the proposed railroad, built here in 1844, the average size is 219 tons, The great advantage of all the routes is, that and the average cost \$14,947; of those built here they plunge at once into the heart of the country, almost at right angles to the lines of navigation, boats built here in 1844, was \$68:871; the cost and are thus at once and permanently secure of per ton of those built here in 1843, was \$71:94. the trade of a broad belt of land on either side. These are interesting facts, and for the purpose But a portion of the loan must be secured, and that can be effected by concentrated effort only.

the Cincinnati Gazette-portray in striking comechanical capabilities of the great city of the West.

portance of the trade of Cincinnati, especially in were as follows: the articles classed under the head of Provisions, says the Baltimore American, are strikingly shown in the following table published in the Cincinnati Gazette of the 1st instant. It appears that the "Queen City" sends to New Orleans full one-half of the immense supplies which are annually concentrated in the latter port from the interior. If the Baltimore and Ohio Railroad were extended to some switable have been remarkable for their strength, their point on the Ohio river-the mouth of the Little Kanawha, for instance-there can be no doubt that a very large proportion of the trade which now goes to New Orleans, with its serious disadvantages of climate, would seek the nearer and more favorable market in the centre of the Atlantic sea-hoard presented by the city of Bal-

A statement of the shipments southward, from Cincinnati, of eight staple articles, during the year ending 31st October, 1844, compared with the receipts at New Orleans, of the same articles, during the year ending 31st August, 1844-and exhibiting the proportions which the shipments from the one port bear to the

receipts at th	ic office.			
	Receipts at N. Orleans.	Shipments fro		ropor
Pork, bhls.,			-	er ci
Beef, bbls.,	49,363		421	,,
Bacon, hilds &	ics. 40,305	22,754	531	,,
Lard, kegs,	976,166	660,525	37	••
Flour, bbls.,	502,507		37	,,
Cheese, lbs.,	2,264,940		44	,,
Butter, kegs,			791	11
Whiskey, bbls	er cent. 56	,	1081	"

people, who very naturally have a horror of isville, and the other ports below this, to the rich Legislature upon this important subject, which people, who very naturally have a hortor of last the valleys of the Wabash and the Illinois, to St. it is hoped may prove successful railroads, and have thus far been successful in Louis, and all the other ports on the Mississippi The line of steam tow-boats be a choice at tension beyond the little work river, to supply the balance.

> STEAMBOAT BUILDING IN CINCINNATI. We present below a complete list of the Steam Boats built and fitted out at this port during the year 1844, with a statement of the cost and tonare not included. The lists embrace only those

> The aggregate tonnage of these thirty-eight thirty-six boats built last year, the aggregate Custom House measurement was 8.415 tons, in 1843, the average size was 236 tons, and the average cost \$16,812. The cost per top of the of presenting them more directly to the eye at a glance, we construct the following table:

Tonnage. Cost. Av'e size. Av'e cost. Gost pr ton 1843—8,415 \$605,250 236 tons \$16,812 \$71.94 The two following extracts—the latter from 1844—8,248 568,000 217 do 14,947 68:871

Although, as this table shows, the average lors the great extent of the present trade and size of the steamboats built here the last year was smaller than that of those built here in 1843, vet several of those built in 1844 were considerably larger than any built the previous year. TRADE OF CINCINNATI .- The extent and im- The five largest built in each of the two years

18	43.			1	844.	
Harry of the Concordia,	West,	490	tons.	Maria, - Superb, -		tons
Congress,		334	do	Pike No. 7,	481	do
Queen of the				Princess, -		
Champion,		321	do	Yorktown,	337	do

exterior beauty, and the taste and comfort of their interior finish and fitting up.—Gazette.

1943

PHILADELPHIA BOARD OF TRADE .- After on the State, the Board proceeds to recommend a reduction of tolls, to draw trade to their canals.

Prior to the opening of the state canals last spring, a letter was addressed to the canal commissioners, asking a further reduction on the rates of toll on the public works, in order to enable successfully with the route opened to the seaboard through neighboring states. It was believed that such reduction would augment the revenue of our own commonwealth. The reduction proposed was in the form of a drawback on all arvicles passing along the whole line of the state works between Pittsburg and Philadelphia. The application succeeded in part, and during the past season a drawback has been allowed on flour, bacon, pork, and several other articles of produce. But no material reduction has been made in the rates generally. The consequence is, that a vast amount of produce from the western states, including some from the western part of Of these eight leading articles of Western our own state, annually seeks the seaboard by description of bituminous coal has been received

The line of steam tow-boats between this city and Havre de Grace, which was established through the instrumentality of this Board, has fully realized the anticipations of the early friends of the enterprize. During the past year, 2353 boats, most of them larger than that vessel in which Columbus made his perilous voyage for the discovery of a New World, have been towed between Philadelphia and Havre de Grace. Inget our own bread stuffs by this route, but also be able to supply a considerable part of New be able to supply a considerable part of New are not included. The lists embrace only those of the managers of this company. The following comparative statement of the business on the Tide Water and Chesapeake and Delaware Canals, will best elucidate this subject:

Passed west by Ches. and Del. Canal, to Havre

J	de Grace-	3	- 4		
	Coffee, Il	38.	1,27	2,458	
3	Groceries,		5,9	5.523	
•	Dry Goods,		1,95	1,496	
	Hardware,		71	9.162	
2	Queensware,		85	1.304	
1	Salt, bushe	ls,	11	4,498	
	Plaster, tor	ıs,		7,682	
	Shipped south on Tide	-wat	er	Canal	from
1	Wrightsville-	1			
•	Flour, 1	bls.	1	71,104	
	Wheat, b	ush.	.41	53,018	
•	Corn, Rye, Oats,		2	13 080	4
	Butter,	lbs.	4	17,534	,
9	Leather,		6	54.976	
r	Wool,		2	9.744	
•	Passed north by Tide-wat	er C	anal	from 1	Havre

de Gracelbs. 2,129,032 Coffee.

Groceries,		8,478,435	
Dry Goods,		2,284,392	
Hardware,		759.515	
Queensware,	4	813.564	
Salt.	bush.	132,219	
Plaster,	tons	8.994	
ssed east through	Ches. and	Del. Canal	from
he Checuneake-		1	

	Flour,	bbls.	58,411
11	Wheat,	bush.	233,448
	Corn, Rye, Oats,		147,458
	Butter.	lbs.	379,590
	Leather,		533,179
0	Wool,		180,230

A Memorial was presented at the last session of the Legislature, asking for the repeal of the alluding to the injury the inspection laws inflict Non-Imprisonment Act of 1842, so far as that act had reference to persons not residents of this state. Similar memorials, signed by a large number of citizens, were presented, but the applications were not successful.

The utility of trucks upon the state railroads has been fairly tested, and the experiment has of toll on the public works, in order to enable been entirely successful. An application has those engaged in the Western trade to compete been made to the present Legislature, to increase the number, and thus facilitate the transportation of produce and merchandize between the Grent West and the seaboard, by the Central or Pennsylvania route.

> The management of the Lehigh Canal Co. was never more efficient and vigorous than now; and we hope that a liberal policy will be pursued towards this association—by our state legislature in relation to an outlet for their coal and produce on the Delaware. The interests of northern Pennsylvania should not be lost sight of.—Phil. Inquirer.

CANNEL COAL .- A couple of barrels of this Produce, it would seem that Cincinnati alone the circuitous but cheaper route of the Eric Canalships more than one half of the entire receipts at New Orleans, leaving to the several ports things, and add materially to our present trade, and the Chicago at New Orleans, leaving to the several ports things, and add materially to our present trade, can see a quantity of it burning in the grate of above this on the Ohio river, to Madison, Lou- An application has been made to the present the reading-room.—Phil. Ladge.

read with interest by all who feel a just pride in owing to the spirit of partizanship which pre-the progressive improvement of the country. But vails in that portion of the United Kingdom when it is considered that these roads are but especially in the immediate localities of the the expense. links by which our own great works are to be lines themselves. We have therefore been inextended yet farther into the South-west, the duced to push our inquiries still further in quar- these details, (appendix to 5th Report,) has anintelligence is of the most gratifying character, ters where the suspicion of interested motives alysed the elements of cost in seven of the and we can but indulge the hope that the Senate cannot throw a doubt over the value of otherof Alabama will act as wisely as the House has wise authentic information.

Two per Cent. Fund-Railroad Bill .-After much discussion and much unnecessary (from Dublin to Mullingar and Athlone) in condelay, the bill appropriating the two per cent. fund (from the sale of lands in this state,) to the the royal canal, and converting one of its banks purposes prescribed by Congress, has at last to the purposes of a railway, for a distance of passed the House by a decided majority, and 92 miles from Dublin. All preliminaries hawill, there is now little question, pass the Sen-ving been now concluded, upon terms satisfacate, and we trust to be able soon to chronicle the tory to both Companies, the prevailing opinion Parliamentary expenses, final accomplishment of a measure of so much seems to be that this will turn out one of the interest to our citizens, and this section. This best projects in Ireland, on account of its direct fund, it will be recollected, was, by an act of course through the centre of the kingdom, and Congress, Sept. 4, 1841, relinquished to the state, its connection with the river Shannon, at the to be used exclusively for the construction of a two important towns of Athlone and Longford. line of internal improvement from West Point, The Royal Canal will afford two termini in in the direction of Jackson, Miss., and also a line Dublin of incalculable advantage; one for pasconnecting the Tennessee River with the waters sengers, almost in the heart of the city—the of Mobile Bay. The fund was accepted by the other for cattle and goods, at the river Liffey Legislature in 1841, on the terms prescribed.

Strenuous efforts, prompted by local jealousies and other causes, have been made to frustrate the designed application of the tund, and divert along the route, and also because the traffic may it to other purposes, and have defeated, until the be materially interfered with by the obligation present moment, the bills for its appropriation. The present bill divides the fund, which amounts the company, of keeping the navigation of the to \$220,000—one half to the Tennessee and canal in an unimpaired state, for the transit of Coosa Railroad, for the purpose of establishing a merchandise of the heavier kind, and for agriline of communication between North and South cultural produce. Alabama, from a point on the Tennessee to period. Of the great importance of this road to and Ireland amongst a sound constituencyour section and Mobile as bringing within reach and that the directors, who are both wealthy of these markets a vast and fertile country, we and respectable, hold a large number in their have often spoken, and our citizens, who have own hands. looked at the subject, are sufficiently aware .-Augusta Chronicle.

IMPORTANT ROUTE .- We perceive by a Jacksonburgh (Michigan) paper, that a company has sent a petition to the legislature of that state, offering to improve for \$150,000 the Grand River, from its mouth to Jacksonburgh, so that steamboats can navigate the same. They include in the offer the building a steamboat, and agree to give good security for the fulfilment on their part. There is said to be no doubt of the feasibility of this route, which, when completed, will form an important link in the route from the "Great West" to "Down East." It will form a direct steamboat route from Milwaukie to Jacksonburgh, 75 miles from Detroit, and reduce the distance from Milwaukie to Detroit to 24 hours' ride.

### IRISH RAILWAYS.

We take the following from the Railway

Georgia and Alexana Improvements.— of that country have caused no little stir—and miles of railway open in 1839. None of these Apart from any consideration of interest, because of their connection with the internal improvements of our own state, the following paragraph from the Alabama Journal cannot but be at the difficulty of obtaining sound information, but it is a startling fact, that the apart which the startly interest by all who feel a just wide in our case of participation of these are single, and others are of slight at the difficulty of obtaining sound information, but it is a startling fact, that the

A great deal of interest has attached to the proceedings of the Great Western Company, sequence of the novel proposition of purchasing and docks. A doubt has been raised as to whether such a railway can be efficiently worked, on account of several sharp curves

The facilities which the canal will afford for Will's Creek on the Coosa, a distance of 40 conveying the materials along the entire course miles. From the proposed terminus of the road, of the line during its construction, will matethe Coosa is navigable down to the Tch Islands rially enhance the already favorable engineerat all seasons. From thence the proposed line ing features of the line of country. The rivalof communication is by a Railroad intersecting ry of a competing line from Dublin to Galway the Montgomery and West Point Road at the has given rise to a good deal of acrimonious nearest point. The other half has been loaned feeling, which has been exhibited lately in the to the Montgomery and West Point Railroad publication of counter statements in the public Company on adequate security, and will enable newspapers. We are informed, however, that the directors to complete the road at an early the shares are equally distributed in England

ENGLISH AND FOREIGN RAILROADS .- It is remarkable, that though iron, and all engines and apparatus made of iron, are cheaper here than anywhere else, while labor, properly estimated, is not dearer, yet railways are made at a much smaller cost in other countries than in Britain. The two most important railways in France are the lines from Paris to Orleans and Paris to Rouen. We have travelled on both, and could not discover that they were in any respect inferior to our own great lines. Now, the former cost 24,800l. per mile; the latter, 24,000l. The three leading English lines—viz. the London and Birmingham, the Great Western, and the South Western, cost 47,000l. per the Post office service gratuitously, and the mile; and the average cost of all the English passenger lines was 34,600l. The small state hour and a quarter would be the time for the of Belgium has more than 300 miles of railway in operation. Some are single, but the double railways measure 272 miles; and the cost of construction of these, including stations and car- Pyrenees states that a proposition has been made Times;

We perceive from the various Irish journals, Some of the lines pass over very uneven and that our remarks on the subject of the railways difficult ground. The United States had 3500 Aviles (Asturias) to Madrid. Its capital is said

best American railways, which are said to be very little inferior to ours, are made at one-third

Mr. Laing, from whom we have borrowed something like an average :-

British Railways.

Parliamentary expenses,			Per mite. £1,000
Law charges, engineering, and d	irecti	on,	1,600
Land and compensation, -	-	-	5,000
Railway works and stations, -	-		26,000
Carrying establishment -	-	-	3,000

Paris and Rouen Railway. nothing. Law charges, engineering, and direction, 800 Land and compensation, -2,300 Railway works and stations, 17,000 Carrying establishment, 2,400

Belgian Railways. Parliamentary expenses, nothing. Law charges, engineering, and direction, 430 Land and compensation, 2,750 Railway works and stations, 10,600 Carrying establishment, 2,350

A part of the excess of expense of the British lines over the continental is accounted for by the greater weight of the rails, and the greater amount of accommodation required at the stations. But, apart from these heads of charge, Mr. Laing estimates the additional outlay equalities on British railways by the forms and mode of proceeding they are subjected to, at 2700l. per mile. Hitherto it has actually been much more. The parts of the outlay that chiefly require the pruning-knife are the following:-First, the expense of carrying the bill through Parliament, which often amounts to 1000l. per mile. It is scandalous that a company should be compelled to pay 100,000l. for permission to make a work like the London and Birmingham railway, which is an inestimable public good to one-half of the kingdom. Secondly, the law expenses are unduly increased by our burdensome stamp duties affecting the sale and transfer of land, and by the general costliness of our legal proceedings. Thirdly, what Mr. Laing says is strictly true, that companies are forced to make great sacrifices to purchase support or buy off opposition; and that they are made to give twice the value for their land, and to pay extravagant sums in name of compensation. Useless expense, too, has often been incurred in the execution of railways, from the ambition of engineers to render the works monuments of their own skill, by making all the parts unnecessarily strong or unnecessarily perfect.—London Mining Journal.

RAILWAYS IN ALGIERS.—It is a question at Algiers, whether a line of railway shall be granted in perpetuity between Algiers and Blidah. The party who solicits this concession promise, as they say, in exchange, to convey journey between the two places.

RAILROADS IN SPAIN .- The Observateur des

o be 2,000,000f. It demands a lease of eighty years, and permission to bring into Spain, free of duty, all the matters necessary to construct and work the line.

BOSTON TO PORTLAND—bia Medadow, Note of Control every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires; Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

RAILWAY IRON, LOCOMOTIVES, Etc. The subscribers offer the following articles for sale :

Railway Iron, flat bars, with countersunk holes and mitred joints. lbs. per ft. 350 tons 2 by 15 ft. in length weighing 4 68 280 " 2 " 1 " " 3 50

280 " 2 " ½
70 " 1½ " ½
80 " 1¼ " ¼
90 " 1 " ½  $2\frac{1}{2}$ 23 23 " 1.26 with spikes and splicing plates adapted there-

to. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet  $2\frac{1}{2}$ ,  $2\frac{2}{3}$ , 3,  $3\frac{5}{8}$ ,  $3\frac{1}{4}$ ,  $3\frac{1}{2}$ , and  $3\frac{3}{4}$  inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for Inclined planes, made from New Zealand wax.

Also-Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose. A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO.
No. 4 South Front st. Philadelphia, Pa.

RAILROAD IRON & FIXTURES. The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS, & CO, 21 Broad st., N. Y.

Broad st., N. Y.

| VIA HARTFORD AGD GEW HAVE. | VIA HARTFORD AGD HAVE. | VIA HARTFORD AGD GEW HAVE. | VIA HARTFORD AGD GEW HAVE. | VIA HARTFORD AGD HAVE. | AGD

BOSTON AND LOWELL RAILROAD

ON and after Fidery, Nov. 1st, 1844, the Passenger Trains will ran as follows:

Leave Boston at 7 and 11 A. M., 2 and 5 P. M.

Leave Lowell at 7‡ and 11 A. M., 2, 4½, and 5½ P. M.

The Coaches of Mesars. D. G. Cummings and B. P. Cliency, Nos. 9 and 11 Eim street, will convey passengers between the Depôt, in Lowell street, and places within a moderate distance, for 12½ cents.

jal CHAS. S. STORROW, Agent B. & L. R. Co.

CONCORD RAHLROAD

MERCHANDISE TRAINS

will run

Concord the same evening.

Leave Boston at 3½ P. M., and arrive at

Boston at 7½ the

next morning.

Freight abould be delivered at Concord and Boston an
hour before leaving, to ensure a delivery by the first succeeding Train.

ing Train.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or no claim for damage or loss beyond such sum will be allowed.

N. G. UPHAM, Sop't. NASHUA AND LOWELL RAILROAD.

PASSENGER TRAINS will run as fol-PASSENGER TRAINS will run as follows: Leave Boston at 7 A. M.; 11 A. M.; and

Leave Nashua at 6 A. M.; 1 P. M.; and 5 P. M.

Leave Nashua at 6½ A. M.; 1½ P. M.; and 5 P. N. jal

BOSTON AND WORCESTER RALLROAD.

CHANGE OF HOURS—WINTER

ARRANGEMENT.—Commencing December 11, 1844.

Accommodation Trains, daily, except Sundays.

From Boston at 7 A. M., 19 A. M., and 2½ P. M.

From Worcester at 7 A. M., 10 A. M., and 6 P. M.

Neuton Trains, daily except Sundays.

From Boston at 9 A. M., 3 P. M., and 5 P. M.

"Newton at 8 A. M., 10 A. M., and 4 P. M.

The New York Train for Norwich.

Monday, Wednesday and Friday, from Boston, at 4 P. M.

New York, via Long Island Ruitroad.

Tuesday, Thursday and Saturday, from Boston, at 7 A. M.

New York, via New Haven.

Prom Boston at 9 A. M. and 2½ P. M.

Sunday Mail from Boston at 2 P. M.—from Worcester at 7

M. M.

Allbaggage at the risk of its owner.

. M.

The All begage at the risk of its owner.

Fares are less when paid at the Ticket Offices than in the are.

jal WM. PARKER, Sup't.

WESTERN RAILROAD.

WIJTER ARRAG GEMEG T.

ON and after the 11th
1844, the Passenger Trains will leave as
follows, Sundays excepted.

Boston at 9 A. M. and 2 P. M. for Albany.
Albany 8 A. M. and 1 P. M. for Boston.
Springfield 7 A. M. and 3 P. M. for Albany and Boston.
Boston 2 P. M. for New York via Springfield and New
layers.

For Albany and Buffalo.

Leave Boston at 9 A. M., reach Albany at 8½ P. M.—Leave
Boston at 2½ P. M. arrive at Springfield at 7½ P. M.—holige—
leave next morning at 7 w'clock, arrive at Albany at 12½ P. M.
Passengers leave Albany for Buffalo at 8 A. M.

val of the Cars, to convey pas-eagers to any part of the city, jal S: M FELTON. Engineer.

BOSTON AND FROVIDENCE RAILROAD.
PANENGER NOTICE.—Winter Arrangement.—To commence Monday, November 4.

Vember 4.

On and after Monday, Nov. 4, the Passenger Trains will ron as follows:

For New York—Night Line, via Sound Steamers—Leav 8
Boston at 4 P. M. on Tuesday, Thursday and Saturday.

For New York—Morning Line, via Long Island Raulroad—Leave Boston at 8 A. M. on Monday, Westnesday and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at 8 A. M., and 33 P. M.

"Taunton at 84 A. M. and 33 P. M.

"New Bedford, at 74 A. M. and 24 P. M.

Detham Trains:

Leave Boston at 9 A. M. - SP. M., 54 P. M.

Detham 1750 A. M., 104 A. M., 44 P. M.

All bagage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sup't

LONG ISLAND RAH, ROAD COMPANY.

Traine run as follows, commencing November 1st, 1844?
Leave Brooklyn at 8, a. m. (74 New York stue)—Boston Train—für Greenport, Haily, Sundaya excepted, stopping at Fanningdale and St. George's Manor.
Leave Brooklyn at 9t, a. m. for Hicksville and intermediate places, daily; and on Tuesdaya, Thutsdays and Saturdays, through to Greenport and infermediate places.

Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

places, daily, Sundays excepted, a.m. Station.
Leave Greenport for Brooklyn, Boston Train, at 1, p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at St. George's Manor and Farmingdale.
Leave Greenport at 95, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hicksville for Brooklyn and Intermediate places, daily Sundays excepted, at 7, a. m. and 13, p. m.

daily, Sundays excepted, at 7, a. m. and 12, p. m.
ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

Leave Brooklyn at 44, p. m. for Jamaica, Leave Hickeville at 25, p. m. for Brooklyn, Leave Jamaica at 8, s. m. for Brooklyn, Leave Jamaica at 31, p. m. for Brooklyn,

jal

Via New Haven, Hartford, Springfield, and Western Railroada.
Via New Haven, Hartford, Springfield, and Western Railroada.

Composed of the following steamers:

NEW CHAMPJON. Capt. Istone; GLOBE,
Capt. R. Peck: NEW YORK, Caps.
Capt. R. Peck: NEW YORK, Caps.

Fare to Boston.

Railroad Cars leave in mediately on the arrival of the above steamers at New Haven, and taking passengers through to Albany and Boston the same afternoon.

The steamboat BELLE, Capt. Roath, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

o'clock.

N. B.—Freight for Albany, Springfield, and intermediate places taken by this line at low rates.

For further information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Corhes, 253 Pearl atreet.

NEW YORK AND ERIE RAILROAD. NEW YORK AND FRIE RAILROAD.

On and after Monday, December 2d, until further notice, the steambout will leave the foot of Duane street every morning, Sundays excepted, at 8 o'clock, for passengers, and every afternoon at 3 o'clock, for freight and passengers.

Returning, the cars will leave Middletown at 6½, a. m. and 32 or a m. and 3

Returning, the cars will determ upon the arrival of the morning cars, from the city.

Freight received from 9 o'clock, a. m. to 2½ o'clock, p. m. For further particulars inquire of the Captain, on board, or of J. Van Rensselaer, Agent, rot. Duane and West streets.

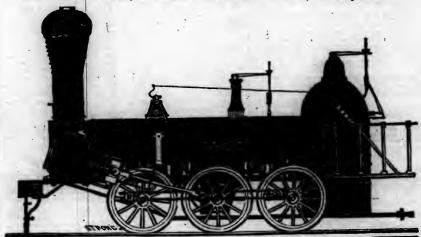
jal

PHILADFLPHIA AND READING RAU.ROAD.
WINTER ARRANGEMENTS on and
winter December 1, 1941—No Passenger
Trains will run on Suedaya.
Hours of Starting.
From Phila le Iphia at 9 A. M., daily.
From Pottaville at 9 A. M. daily, except Sundaya.
FARES
1st Glass Cers. 2d Class Cars.
Betwoon Philad and Pottsville, \$3 50 \$3 00
Reading, 2 25 1 90
All passengers are requested to progree their tickets be-

All passengers are requested to procure their tickets be fore the train starts.

#### NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1. 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 . 2, 66 14 " 23 33 66 66 23 3. 141  $\times$  20 × 20 66 4, " 66 65 86 66 121 66 5, 22 22 44  $\times$  20 32 23 114 66 11 " " 66  $\times$  18 6, 101

With Wheels of any Dimensions, with their Patent Arrangement for Variable Ex-

Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

# NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000. ROBERT SCHUYLER, Esq., Vice President. J. Worthington, Esq., Treasurer.

Leave New York, foot of	ot of   DAILY.			DAY.
Corutland street,		P. M.	A. M.	
For Newark	9, 11, 12 9, 11	2, 3, 43-4, 6, 71-2	9	4 3-4
" Elizabethtown	9, 11	2, 3, 43-4, 6		
" Rahway	9, 11	3, 43-4, 6		
	9	3, 43-4		
Leave				
New Brunswick	6, 71-2, 111-2	8 3-4	11 1-2	8 1-2
Rahway	1 6 3-4, 7, 8 1-4, 12	4 3-4, 9 1-4		
Elizabethtown	7, 71-2, 81-2, 101-2, 12	3 1-2, 5		
Newark	7 1-2, 8 1-4, 9, 11	11.2, 4, 51.2, 7, 93.4	11 3-4	9 3-4
For New York.				
. O A M 1 9 D M	1 20 20 1 20 1	10 4 35 1404		

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

# TABLE OF DISTANCES AND FARES.

			New York.   Newark.   Elizabethtown.							
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	914	25	1		5 1.9	19 1.9 i	10 1-9	95	99 1.9	50
Elizabethtown	14 1.2	31 1.4	51.9	19.1.9			5	19 1.9	1634	50
Rahway New Brunswick	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

PHILADELPHIA, WILMINGTON, AND BALTIMORE
RAHLROAD—MORNING LINE.
The Train carrying the United States.
Mail leaves Prait street Depôt daily except Sundays.) at 9 o'clock, A: M.
Passengers arrive in Philadelphia at about 3\(\frac{3}{2}\) o'clock, A: M.
Evening Mail Line to Philadelphia per Railroad
The Evening Mail Train for Philadelphia, leaves the Prait street Depôt, daily at 8 o'clock P. M. through in seven/hours.
The return Trains leave Philadelphia respectively at 8 A.
M. and 4 o'clock P. M., and reach Baltimore at 2\(\frac{1}{2}\) and il o'clock, P. M.
Freight to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 50 cents per 100 lbs.
A. CRAWFORD, Ageat

RICHMOND AND PETERSBURG RAILROAD. Winter Arrangement.—Change of Hours.

On and after Wednesday, the 13th day of Nov. 1844:

Mail Train

Leaves Richmond, daily, at 14 o'clock, p. m. Leaves Petersburg, daily, at 51, a. m.

Accommodation Train
Leaves Richmond, daily, Sundays excepted, at 10}, a. m. Leaves Petersburg, daily. Sundaya excepted, at 8, a. m. THEODORE S. GARNETT, Agent.

N. B. The hours are given to Richmond time, which is fif n minutes in advance of Petersburg time.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

### PASCAL IRON WORKS.

### WELDED WROUGHT IRON TUBES

Prom 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lba. per square incl., with Stop Cooks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WA TER, GAS, and for LACOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.
New Arrangement.
Commencing Nov. 11th, 1844.

New Arrangement.

Commencing Nov. 11th, 1844.

NEW YORK AND NEWARK.

From the foot of Courtlands treet—Daily, Sundays excepted.
Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 4\frac{1}{2}, 6\frac{1}{2}, 6\frac{1}{2}, 6\frac{1}{2}, 9\frac{1}{2}, \frac{1}{2}, \

lew York and Somerville, 75 cents.

New York and Rahway.

Leave New York at 9 and 11, a. m. and 3, 43 and 6. p. m.

Leave Rahway at 64, 7, 64 and 12, a. m. and 44 and 94, p. m.

New York and New Brunsnick.

From the foot of Courtlands treet, New York, daily.

Leave New York at 9, a. m. and 3 and 43, p. m.

Leave New Brunswick at 6, 73 and 114, a. m. and 64, p. m.

ON SUNDAYS.

Leave New York at 9, a. m. and 4\frac{3}{2}, p. m.

Leave New Brunswick at 11\frac{1}{3}, a. m. and 2\frac{1}{3}, p. m.

Leave New Brunswick at 11½, a. m. and 5½, p. m.

Fare, except in the Philadelphia trains, between New York
and New Brunswick, 50 cents; do. Rahway, 31½ cents

Newark, Elizabethtown, Rahway, and New Brunswick passengers who procure their tickets at the Ticket Office receive
a ferry ticket graits. Tickets are received by conductors only
on the day when purchased

The Commutation fare between New York and New Brunswick, and intermediate places, (including the Ferry,) has
been reduced to \$65 per annum.

BALTIMORE AND OBIO RAILROAD

HALTIMORE AND CHIIC RAILROAD

Hours of departure of the Passenger

Trains on the "Main Stem" and "Washington Branch" of the Baltimore and

Oino Rairroad, 30 March, 1844;

"Main Stem," Westicardly.

For Cumlerland, Hancock, Martinsburg, Harper's Fetry,
Winchester, Frederick, Ellicott's Mills, and Intermediate depots by the regular train, daily, at 7½ o'clock, a m.

For Frederick and Intermediate stations, by extra train, daily, except Sunday, at 4. p. m.

Eusticardly.

From Cumberland, daily, regular train, at 8. s. m.

Eustwardly.

From Cumberland, daily, regular train, at 8, a. m.

Hancock, do. do. 10½, a. m.

Martinsburg, do. do. 11½, a. m.

Harper's Frry, do. 12½, p. m.

Freilerick, daily, except Sunday extra train, 8, a. m.

do. by regular train, 2. p. m.

Ellicott's Mills, flaily, by several trains, st 7½, a. m.

12, m. and 4½, p. m.

Fare in either direction between Baltimore and Comberland

\$7, and for intermediate distances at the uniform rate of 4 cents per mile.

cents per mile.

Through lickets are issued between Baltimore and Wheeling, respectively. \$11; between Baltimore and Pittsburg, \$10; between Philadelphia and Wheeling. \$13.

"Washington Branch"

From Baltimore at 9 a m. 5, p. m. and 11½, p. m.
From Washington at 6, a. m. and 6½, p. m.
jat By order, D. J. FOLEY. Agent.

WASHINGTON BRANCH RAILROAD.
In consequence of the adoption of a new schedule by the Post Office Department, the following changes in the departure of the Trains on this road will go into effect this day, viz:

The Train that has bitherto left Baltimore at 2 o'ck-ck, A. M. will now leave on the arrival of the Cars from the East, at or about 113 P. M. and the departure of the evening twain from Washington for this city, will be at 5½ instead of 4 o'clock, as at present. By owler,

D. J. FULEY, Ageat.

# J. 72 10. 12 0. 3 L. T. . 1. MERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

-1-11

AND MINES.

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the only periodical having a general circulation roughout the Union, in which all matters connected ith public works can be brought to the notice of all proofs in any way interested in these undertakings. It is consistent to flers peculiar advantages for advertising mes of departure, rates of fare and freight, improveents in machinery, materials, as iron, timber, stone, and the state of the s is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Plans, Specifications, and all information obtained on application to the S-bacriber, Inventor, and Parentee.
G. A. NICOLLS.

Reading, Pa.

The subscribers as Agents of Mr. Geo. Crane of Wales, having obtained a patent in the United States for his process of amelting fron tire with Authracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenlashier, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle

A. & G. RALSTON & Co.

No. 4 South Front street, Philadelphia, Pa.

No. 4 South Front street, Philadelphia, Pa.

VAIL, Proprietor of the Speedwell Iron Works, near Companies and others, with the following:
Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Relicond companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also concludit, as a large duantity the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania Iron.—Straight axles for foroundity of man, Crank axles for locomotive engines, made from the best Pennsylvania Iron.—Straight axles for foroundities for outside connection engines. Frames for engines.—Wrought iron work for steamboats, and shafting of any size. Coston screws of any length or size. Ratrond lack screws, a late invention, and highly approved. Salfacting pumping apparatus for railroad water sations. He refers to the following gentlemen:
Baldwin, Vail and Hufty, Pullsdelphia; Wm. Narris, Philadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones, Augusta, Ga.; D. F. Guez, New Ocleans, La.; Alam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York;

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point, so called, on the Milt Dam. In Roabury, fronting on and East of Parker arrest, containing 63,497 square feet, with the following build-

ings thereon standing.

Malu Brick Building, 120 feet long, by 46 feet wide, two
stories high A Machine Shop, 47x13, with large Engine,
Face, Screw, and other Lathes, suitable to do any kind of

Pattern Shop, 35x32 feet, with Lathes. Work Benches, &c. Work Shop, 86x35 feet, on the same floor with the pattern

Work Shop, 86x35 feet, on the same noor win the pattern shop.

Forge Shop, 118 feet long by 44 feet while on the ground flour, with two large Water Wheels, each 16 fert bing, 9 feet diameter, with all the Gearing, Shafts, Drums. Pulleys, &c., large and small Trip Hammers. Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Building, 60x45 feet, two stories high, with a sheel part 45x20 feet, containing a large Air Furnace, Cupsio, Crane and Corn Oven.

Store House—a range of Buildings for Storage, etc., 200 feet long by 20 while.

Locomotive Shop, adjoining Main Building, founting on Parker street. 54x25 feet.

Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boller House 50 feet long by 30 feet wide, two stories.
Baleksmith Shop, 49 feet long by 20 feet wide.
For terms, apply or HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphia.

MACHINE WORKSOF ROGERS, RETCHUM & GROS-venor, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the num-ber of bands employed being large, they are enabled to ex-ecute both large and small orders with promptness and des-patch.

patch.

Railroad Work.

Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tires; Car Wheels of cast fron, from a variety of patterns, and Chills; Car Wheels of cast fron with wrought Tires; Axles of best American refined fron; Springs; Boxes and Bolts for Cars.

for Cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved Patterns, style
and workmanship.

Mill Gearing and Millwright work generally: Hydraulic
and other Presses; Press Screws: Callenders; Lather and
Tools of all kinds; Iron and Brass Castings of all descriplious.

RUGERS, KETCHUM & GROSVENOR.
Paterson, N. J. or 60 Wall street, N. Y.

MESSES CDITORS:—As your paper s devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of so inconsiderable importance, which occurred some few days eince on the Philadelphia, Wilmington and Battimore

of a lucousiderable importance, which occurred some few tays since on the Philadiphia, Wifmington and Battimore Railroat.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor bimself, until the train, (as was supposed from some circumstance alterning the case,) that passed several niles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of acculent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

**Wimington, Delaware, Sept 28, 1840.**

**The undersigned take pleasure in attesting to the value of Mr Joseph 8. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger, cars on this road, and experience has tested that they fully accomplish the object intended, Several instances of the fracture of axles have occurred, and in such the cars have uniformly run fite whole distance with entire safety. Had not this invention been used, serious accidents nust have occurred.

In short, we consider Mr Kite's invention as completely successful in securing the safety of property and lives in radiroad travelling, and should be used on all railroads in the country.

**DOIN FRAZER. Agent,**

JOHN FRAZER. Agent,
GEORGE CRAIG. Superintendant.
JAMES ELLIOTT, Superintendant.
JAMES ELLIOTT, Superintendant.
A model of the above improvement is to be seen at the N.
Jersey Railroad and Transportation Office, No. I Hanover st.,
New York.

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.—The subscribers have for sale American and Euglish Bur Iron, of all sizes; English Blister, Cast. Shear and Spring Steel: Juniatia Rods; Car Axies, made of double refined iron; Sheet and Boiler Iron, out to pattern: Tiers for Lacomovive Engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter is very superior article.

The Tires are made by Messra. Baldwin & Whitney. Locomolive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside

THOMAS & EDMUND GEORGE.

N. E. corner 12th and Market streets, Philadelphia, Pa.

N. E. corner 12th and Market streets, Philadelphia, Pa.

TO THOSE INTERESTED in Railroads. Railroad Directors and Managers are respectfully invited to examine an

Our improved Spark Arresters have been passenger and freight engines, and have been

experienced.

These Arresters are constructed on an entirely different principle from any heretofore r offered to the public. The form is such that a rotary motion is imparted to the heated air, hood of Bituminous Coal and Iron Ore, of smoke and sparks, passing through the chim the first quality, at Ralston, Lyoming Co., ney, and by the centrifugal force thus acquired by the sparks and dust, they are separated from the smoke and steam, and thrown into and the communication is complete with Phil.

This is the nearest point to tide water prices, of Erastus Corning & Co., Albany; the sparks and dust, they are separated where such coal and ore are found together, and the communication is complete with Phil.

The statistical prices, of Erastus Corning & Co., Albany; the sparks and dust, they are separated where such coal and ore are found together, and the communication is complete with Phil.

The statistical prices, of Erastus Corning & Co., Albany; the sparks and dust, they are separated where such coal and ore are found together, and the communication is complete with Phil. openings near its top, from whence they fall by their own gravity, to the bottom of this chamber; the smoke and steam passing off many years; the coal will not cost more than at the top of the chimney through a capacious and unobstructed passage, thus arrest trouble on the part of the manufacturer; rich odolites, Transit instruments, Levels, etc., of the sparks without innaring the nower land the sparks without land the sparks with land t

purchase or obtain further information in re-

gard to their merits.

E. A. Stevens, prest Camden and Amboy railroad company; Richard Peters, superintendant Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Phiadelphia, Reading and Boat Spikes. The Troy Iron and Nail Pottsville railroad, Reading, Pa.; W. E. Factory keeps constantly for sale a very ex-Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philadelphia; E. B. Dudley, pres't W. and R. railroad co., the subscriber's Patent Machinery, which af-Wilmington, N. C.; Col. James Gadsden, ter five years' successful operation, and now the Works, situated in the town of Newcaspres't S. C. and C. railroad comp'y, Charles almost universal use in the United States (as tle, Del., Locomotive and other steam engines, ton, S. C.: W. C. Walker, agent Vicksburg well as England, where the subscriber ob. Jack screws, Wrought iron work and Brass and Jackson railroad, Vicksburg, Miss.; R. tained a patent,) are for S. Van Rensselaer, engineer and sup't Hart-ever offered in market. ford and N. Haven railroad; W. R. M'Kee, sup't Lexington and Ohio railroad, Lexing-sup't Lexington and Ohio railroad, Lexing-ton, Ky.; T. L. Smith, sup't N. Jersey rail-holes in iron rails, to any amount and on short with wrought tires; Springs, Boxes and bolts ton, Ky.; T. L. Smith, sup't N. Jersey rail-holes in iron rails, to any amount and on short with wrought tires; Springs, Boxes and bolts road trans. co.; J. Elliott, sup't motive power notice. Almost all the railroads now in pro- for Cars; Driving and other wheels for Lomington, Del.; J. O. Sterns, sup't Elizabeth-spikes made at the above named Factorytown and Somerville railroad; R. R. Cuyler, for which purpose they are found invaluable, pres't Central railroad co., Savannah, Ga.: as their adhesion is more than double any J. D. Gray, sup't Macon railroad, Macon, common spikes made by the hammer. Ga. ; J. H. Cleveland, sup't Southern r. road Monroe, Mich.; M. F. Chittenden, sup't M. N. Y., will be punctually attended to. P. Central railroad, Detroit, Mich.; G. B. HENRY BURDEN, Agent. P. Central railroad, Detroit, Mich.; G. B. Fisk, president Long Island railroad, Brook-

promptly executed.

gle rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

W. R. CASEY, CIVIL ENGINEER, PATENT Hammered Railroad, Ship and No. 23 Chambers street, New York, Boat Spikes. The Albany Iron and Will make Surveys, Estimates of Cost and Nail Works have always on hand, of their

bridges, wharves, etc.

Mill Sites in the immediate neighboran outer chamber of the chimney through adelphia and Baltimore by canals and rail- E. Coffin & Co., Boston. ing the sparks without imparing the power iron ore may be laid down still more cheaply the most approved construction. He would of the engine by diminishing the draught or at the works; and, taken together, these sites invite the attention of surveyors to his Iniactivity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to phia, or to the undersigned, at No. 23 Chambars and the structure information in respect time. Here street New York where new he seen the best manner and keep correct time. specimens of the coal and ore.

tensive assortment of wrought Spikes and of every description made to order. Nails from 3 to 10 inches, manufactured by tained a patent,) are found superior to any

Railroad companies may be supplied with Philadelphia and Wilmington railroad, Wil- gress in the United States are fastened with comotives. The works being on an extensive

All orders directed to the Agent, Troy,

Spikes are kept for sale, at Factory prices timore; Degrand & Smith, Boston.

manufacturing so as to keep pace with the daily increasing demand for his spikes.

improved Spark Arrester, recently patented by the undersigned. Reports for Railways, Canals, Roads, Docks, own manufacture, a large assortment of rail-wharves, Dams and Bridges of every de road, ship and boat spikes, from 2 to 12 inches Our improved Spark Arresters have been scription, with Plans and Specifications, and in length, and of any form of head. From extensively used during the last year on both when required, superintend their execution. the excellence of the material always used in He will also make Surveys of Estates, their manufacture, and their very general use brought to such a state of perfection that no with correct maps and descriptions of the for railroads and other purposes in this counannoyance from sparks or dust from the chimsame; and examine and report on the best try, the manufacturers have no hesitation in ney of engines on which they are used, is mode of rendering them productive by drain-warranting them fully equal to the best spikes ing, mines, quarries, water power, roads, in market, both as to quality and appearance. All orders addressed to the subscribers at the O IRON MASTERS-FOR SALE, works, will be promptly executed. JNO. F. WINSLOW

Agent Albany Iron and Nail Works. The above spikes may be had at factory

bers street, New York, where may be seen the best manner, and keep correct time. He still continues to cast Church Bells, warranted W. R. CASEY, Civil Engineer,
No. 23 Chambers st., N. Y. satisfaction and please, and fastens to them PATENT RAILROAD, SHIP AND cast iron yokes, ready to hang. Also steam-Boat Spikes. The Troy Iron and Nail boat and factory bells, of all sizes, constantly on hand: and copper and brass castings

THE NEWCASTLE MANUFAC turing Company continue to furnish at and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY President of the Newcastle Manuf. Co. SPRING STEEL for Locomotives, Tenders and Cars. The Subscriber is enby I. & J. Townsend, Albany, and the prin- gaged in manufacturing Spring Steel from 11 Orders for these Chimneys and Arresters, cipal Iron merchants in Albany and Troy; to 6 inches in width, and of any thickness readdressed to the subscribers, or to Messrs. J. I. Brower, 222 Water street, New York; duired: large quantities are yearly furnished Baldwin and Whitney, of this city, will be A. M. Jones, Philadelphia; T. Janviers, Balfor railroad purposes, and wherever used, its quality has been approved of. The establish-FRENCH & BAIRD.

N. B. The subscribers will dispose of sine rights, or rights for one or more States, as the subscriber is desirous of extending the the quality warranted. Address

JOHN F. WINSLOW, Agent, Albany Iron and Nail Works, Troy, N. Y.

## MONROE RAILROAD AND BANKING evidence before them, the legislature have here-COMPANY.

The undersigned Committee, instructed by a Resolution of the Board, to examine into the actual condition and resources of this institution, and to report thereon, beg leave to submit the subjoined statement, as the result of their investigations and labor.

Upon a careful and thorough examination of the books of the company, we find that the entire amount of liabilities of the Monroe Railroad and Banking Company, on the 1st of December,

1844, are as follows-\$186,010 00 Bills in circulation, 247,754 16 Bonds 13,872 00 Certificates 44 24.818 00 Checks 1,442 27 Railroad Tickets, 47,619 70 Time Checks, 228 00 Due Central Bank, Unclaimed Dividends, 14,835 02 132,631 35 Individual Deposits,

Amounting in all to the sum of \$669.210 50 To meet this amount, the Company have assets as follows, to wit-

1st, The Monroe Railroad. The amount expended for construction of the Railroad, and for purchase of machinery, &c. Macon to Fursyth, \$526,630 29

Extension above For-887,933 15 syth, \$1,414,563 44

\$196,465 74 2d, Notes lying over and in suit, 6.000 00

Due by individual subscribers to 133,425 46 Extension Stock, Due by State of Georgia, to Extension Stock, 200,000 00

\$535.891 20

Your Committee regret to say, that, upon a detailed examination of the item, "Notes lying over and in suit," to the amount \$196,465 74they find only \$33,824 40, that can be put down as positively good. The item \$6000 in Checks, are vouchers for cash. The entire amount of \$133,425 46, due from individuals for subscription to the Extension Stock, your Committee believe and consider to be good. It is possible that it may be necessary to compel payments from delinquent subscribers in a few instances; but, from information upon which they can rely, your Committee are warranted in expressing the opinion that the whole amount so due and unpaid by individual subscribers, can be collected without much difficulty; and, therefore, this item of the assets may be set down as positively good.

The amount due by the state of Georgia for subscription to the capital stock, we likewise set down as among the available assets of this com-pany; for your Committee cannot bring themselves to doubt, that this will be, ultimately, paid, for the following reasons-

This subscription by the state, of \$200,000 to the capital stock of the Monroe Railroad and Banking Company, was made under the sanction of an act of the legislature, which expressly requires that, upon due evidence of certain conditions being complied with on the part of this company, the Governor shall subscribe for 2000 fulfilled the conditions required in the act of the legislature, (to the entire satisfaction of the executive,) and the Governor having no discretion of the state for the amount of stock so author-

Your Committee are aware that, with this improvements."

[1

tofore declined to be bound by the obligations of pretty rapidly verified. Referring to the prothority, between the state of Georgia and this posed Canton and Akron Railroad in Ohio, the company, virtually repudiating the authorized act of the chief magistrate, where they had left him no option. Your Committee are aware, also, that although individual delinquents can be ful and candid perusal and examination of them readily coerced through our courts of law, yet, to every reader, as we humbly conceive them to that the amount due from the state, as author- present interesting matter for reflection, to every ized by act of the legislature, cannot be collected by any similar process—the law-making power remaining above the reach of law-still your Committee confidently rely upon the equity of the case, to influence another legislature to an act of sheer justice to the stockholders of this commany.

Your Committee are not without strong hope that the legislature will not lend themselves to from the fact, that it will crease a market and perpetuate a measure of gross injustice, by any demand for them at your door—they will comlonger delaying to fulfil the obligations of their mand un increased price, because they can, at contract with this company.

Under these impressions, your Committee cannot reconcile it to themselves to class this of \$200,000 is put down among the available will be required to transport them.

of the company at this time are, as above stated.

While the assets, available in time, 373.249 84 amount to

Showing a balance of \$295,960 66 being the excess of the company's liabilities over and above the assets.

Your Committee would call the attention of the creditors generally, as well as the stockholders of this company, to the accompanying communication from the general agent, I. D. Gray, Esq., in relation to the embarrassed position of the company; with his suggestions as to the mode of in the event of a railroad being completed." liquidating the remaining liabilities of this institution. And, in conclusion, your Committee would earnestly recommend that some such arrangement as that therein proposed, may be acted on at the ensuing general meeting of stockholders, believing, as we do, that it would be the means of retrieving the fortunes of this institution, and placing her once more on a firm and stable

### RAILROADS IN OHIO.

We are agreeably surprised to find that we have not overrated the energies of our citizens either in the east or west: in proof of the former, we refer to the extraordinary spirit, intelligence. and perseverance, manifested in favor of the Portland and Canada Railroad, and the last mail brings the welcome news, that even in Ohio, where private enterprise has been almost annihilated by a "system" of government jobbing and political engineering, a determination is manifested to undertake works of the opposite character. Only four weeks ago we observed-

"The unfortunate but natural result of a system' of government works-heavy taxes on shares of the stock of said company. Now this all, whether benefitted or injured causes all company did furnish incontestible proof of having public undertakings to be vie ved with suspicion, or even with a still stronger feeling. Private enterprise has now to construct all the really important works in the state, and, in addition to the in the matter, accordingly subscribed on the part difficulties inseparable from such vast undertakings, has to clear away the odium with which

The prophecy in the last sentence has been

"We have, above, given the proceedings on this subject thus far, and we recommend a carevalue will be increased thereby—the value of your agricultural productions will be enhanced all seasons, be transported to the head of the market at a cheaper rate than can be done by any other means, and they will be of more value legal and just claim against the state of Georgia, to you, for the reason that it will take less of your in any otherwise than as one among the good, time, and cost you less money to dispose of them, undoubted claims eventually. And this amount in consequence of the diminished distance you

" To those having coal banks on their land, Thus, therefore, by reference to the foregoing and there are many such, the interest is still statement, it will be perceived that the liabilities greater. It will more than quadruple the demand for that article for transportation to the \$669,210 50 lake shore, to supply the great and increasing market in that quarter for that description of fuel. The mechanic, the laborer, the manufacturer, the merchant, and the capitalist, are all deeply interested in the success of the project-because it will increase the demand for what each has to furnish. Nor will this impetus to business be merely temporary. It will continue while there are fertile fields to cultivate, yielding their rich fruits-while the mines are unexhausted-and while there are industry and enterprise to carry on the vast business which can and will be done

> LITTLE MIAMI RAILROAD .- The total amount expended on this road to 1st December, 1844, is \$575,526 49, of which sum \$123,871 46 was spent last year. The receipts from all sources have been \$597,697 87, the subscriptions to capital stock \$525,950 00, the indebtedness of the Company is \$99,313 19, their means of meeting it \$98,417 60.

Received for the year ending December 1st, 1844-

For carrying passengers. \$8,052 95 freight, 10.579 31

Total, \$18,632 26 The cost of working the road for the year ending December 1st, has beeu-\$2,841 62

For repairs of track, " of machinery 642 37 " wages of men, fuel, horse power,

5,152 79 renewal of superstructure, 438 63

Total. \$9,075 41 Leaving a nett revenue over current

expenses of - \$9,556 85 The total amount received for the year ending December 1st, 1842, was 9,912 49 Expenses, 6.868 57

Leaving, as a nett revenue, It will be seen, on comparison, that while the receipts have increased but 100 per cent., the the state has clothed the very name of internal sum realized over the current expenses of management has been increased more than 300 per last annual report, and affording gravitying proofs of the ultimate productiveness of the work when it shall have been extended to Xenia.

It should be remembered, too, that the road was not opened for travel to Deerfield until the month of July, and the further extension to its present terminus, at the moudr of Todd's Fork, was not accomplished in time to realize any considerable bencht from it during the present liscal year. From present indications, the estimate of receipts for the coming year would be justified without an extension of the road, and the completion to Xenia cannot fail to swell the amount, particularly if completed at as early a day as we are now justified in helieving.

### NORTHERN RAILROAD MEETINGS.

We find all the following in the N. H. Patriot of the 30th ult .-

We have received, just as our paper is going to press, a notice of a railroad convention at Orford, to promote the purpose of building a railroad, connecting with the proposed northern road at Lebanon or Canaan, and thence to run up the valley of the Connecticut to some point where it may unite with the contemplated railroad from the eastern line of Vermont to Stanstead and to Montreal. The convention is to be held at Orford the 7th day of February next, at 10 o'clock

A large and highly respectable meeting of the citizens from the different towns upon the route, friendly to the construction of the "Northern Railroad" was held at the town hall at Lebanon, N. H., on the 21st inst.

Roswell Sartwell, Esq., was chosen to preside, and Maj. Geo. H. Lathrop appointed secretary. On motion, the following gentlemen were appointed a committee to prepare resolutions expressive of the sense of this meeting, viz. Messrs. Ransom of Norwich, Vt., Mann of Orford. Latham of Lyme. Blaisdell of Hanover, Kenrick of Franklin, Willis of Enfield, and Dewey of Lebanon, who submitted the following, which were adopted by acclamation:

been found by actual survey not only favorable, desire to take stock therein. but is imperiously demanded by the commercial, Resolved, That the track of agricultural, and social interests of this great re- a large and fertile territory, which must be rich gion of country.

Resolved, That we rely for the success of this and most feasible route, extending from the Atlantic seaboard and the great metropolis of N. E.: through the capitals of New Hampshire and Vermont, to the capital of the Canadas on the one hand, and to the fertile regions of northern New York and the great lakes on the other-a country unsurpassed in agricultural and mineral treasures.

Resolved, That in seeking to obtain the construction of the " Northern Railroad," we wage no contest with the friends of any other routeother than may arise in a firm, consistent, and determined perseverance, in every honorable way, that shall tend to effect its consummation.

At a meeting of the citizens of Coos county, N. H., held at Lancaster in that state on the 11th instant, a committee appointed for the purpose made a report, from which we copy the following extracts-

"A road connecting Boston with Montreal, via Brattleboro. Montpelier, Burlington, &c., would necessarily pass east of Misisque Bay. about 40 miles south-east of Montreal, and run

cent., thus sustaining the position taken in the within ten miles of the line between Portland and Montreal. The distance from Boston to Moutreal via Brattleboro, &c., is about 305 miles, giving to the line between Portland and Montreal an advantage of 95 miles in the distance. In fact, the distance between Boston and Montreal via Exeter, Dover, Great Falls, Con-way, &c., is between thirty and forty miles less than by Brauleboro, Montpelier, &c.

" A railroad is now in operation from Boston to Great Falls, N. H. The distance from Great Falls to the Connecticut River at Lancaster, via Conway, Jackson, &c., is 97 miles, and the distance from Portland to Lancaster on the line betwixt Portland and Montreal is less than 90

" Your committee are therefore of opinion that the road to connect Montreal with the sea will commence either at Great Falls, in Somersworth, N. H., or the city of Portland, in the state of Maine. If from Portland, there are two feasible routes, one on the line before indicated, another via Westbrook, Windham, Orisfield, Bethel, Shelburne, &c.

" Your committee recommend that a committee of five be appointed to open a correspondence with gentlemen in Canada, Portland, and other places, who feel an interest in the proposed road, and to communicate to them all such information as may be desired relative to the proposed mprovement, and that said committee be authorized to call another meeting of the citizens, whenever in their judgment it may be deemed expedient."

A committee of correspondence was appointed.

MEETING AT WELLS RIVER .- The Commitwere unanimously adopted-

the Passumsic Valley in Vermont to Stanstead, by the rains, a bridge of forty feet span would Canada, thence to Montreal, is the most feasible compass the largest, and shortest route for a railroad from Boston to "If we are not de Montreal, entirely practicable, and imperatively demanded by the interests of this community.

Resolved, That the charters for milroads in through Concord and Lebanon, N. H., Moutpelier and Burlington, Vt., to be continued to Oglensburg, N. Y., and Montreal, Canada, has such as will be acceptable to capitalists who may detrendent of any tellular to continued to such as will be acceptable to capitalists who may detrendent of any tellular to canal entirely in-

Resolved, That the track of this route is through in resources seeking railroad accommodation.

Resolved, That for the securing the advantage great enterprise upon the ascertained fact, that in of a railway upon this route, inunctiate, enerther Northern Railroad" we present the shortest getic and active measures are imperiously demanded.

> Therefore, Resolved, That in view of the great object and advantages to be obtained, and the great interest to be promoted by the expeditious one cause preity well understood by all. fort, in its accomplishment; and, Resolved, furor by any other unjustifiable means-and if persevering resistance to any such attempt can avail, no advantages shall be gained by any such unjustifiable effort to prostrate our interests.

on the 29th instant.

# ISTHMUS OF PANAMA.

We give a few extracts from a pamphlet on the Isthmus of Panama, by W. Wheelwright, London. Mr. W. gives the "various lines"-

" First. The Lake of Nicaragua.

"Second. The Boca de Toro and Cherokee.

" Third. The Gulf of Darien.

" Fourth. The Coast of Mandinga.

" Fifth. Panama and Chagres. All of which are shown in an accompanying map."

He gives a decided preference to the last.

"In 1840, I was desired by the directors of the Pacific Steam Navigation Company to examine the capabilities of the River Chagres, and the best means of communication. The following is an extract from my report on the subject-

· I commenced by sounding the Chagres bar, where I found fourteen feet of water, but as the rains had set in, I ascertained that the river was swollen eighteen inches, reducing the usual depth to twelve and a half feet; from thence I proceeded up the river, sounding in from two and a half to three and a half fathoms, until I reached the junction of the Trinidad, where there were three to four fathoms, and the bank of the river so bold as to admit of vessels discharging with as much facility as at a wharf. A little above the junction, the water shoaled to seven and eight feet. The fork of the two rivers is healthy, and the location favorable and secure for landing and depositing goods; passengers may reach Panama from this point in twenty-four hours, the water carriage to Gorgona being twenty-five miles, from thence mules are taken to Panama, a ride of from five to ten hours, varying according to the season; but a road could be made to transport passengers in about five or six hours from the steamers of the Pacific to those of the Atlantic, and leaded mules could traverse it in en or twelve hours.'

" If further proof be wanting of the existence of nearly a level line on this mute, I might mention that this road passes over streams which find tee on resolutions reported the following, which their way into both oceans without the traveller heing able to distinguish any perceptible division between their head waters. These streams are Resolved, That the route from Concord, via between their head waters. These streams are Plymouth and Haverhill, N. H., and thence up of no great magnitude, and even when swollen

> " If we are not deceived, the level is so complete that it would only be necessary to have ocks at either end of the canal, while its total length would not exceed thirty miles. The

Both of the termini would require artificial harbors, or must be protected by breakwaters. No substantial difficulty exists on this point; when the work is undertaken, ways and means will soon be found for overcoming all minor obstacles.

"Considering the limited extent of the Isthmus of Panama, together with the ve y interesting position which it occupies, the paucity of knowledge hitherto obtained respecting it can have but construction of a railroad upon said route, we Spain should have held America for nearly three will spare neither time, money, nor personal ef-fort, in its accomplishment; and, Resolval, fur-with the topography of the Isthmus of Panama, ther, That if competition be brought to bear upon appears impossible; Spanish maps and charts this route from any quarter by misrepresentation have ever been held the most correct in use, and considering the difficulties under which science labored during the ages referred to, from the imperfection of instruments, it is quite wonderful to see how much was accomplished in this particu-Voted to adjourn, to meet at Plymouth, N. H., lar, and it is much to be deplored that their minute surveys of the Isthmus should have disappeared; like the records of the kingdom of Montezuma, no trace of them is to be found. I have sought among the documents of the royal academy of Carthagena: I have examined the archives of the city of Panama; I have searched the royal depository in Lima, without being able to discover any thing satisfactory in relation to this important and interesting subject, and it is only to the present and future efforts of science we are

which all are so desirous of possessing.
"I am aware that much has been said of recent surveys, the formation of roads and projecting of canals, but it is my perfect conviction that no really scientific research has been made, or a single step gained towards the realization of the oliject in view-an object which, when aunined, will produce some of the most extraordinary results that the combined intelligence, wisdom, science, and energy of man, are capable of effecting."

Mr. Wheel wright considers that an abundant supply of coal may be found on the Isthmus.

### ENGLISH AND AMERICAN PROPELLERS.

It is known to most of our readers, that a verdict has been rendered by a jury, in this city, in favor of Ericsson's claim to a well known propeller, in very extensive use, called Ericsson's. The first authentic information we could find was in an excellent report of the trial, made for the "New-York Farmer and Mechanic": a new weekly paper, well got up, and judiciously filled, nublished by Messrs. Fleet & Starr, 135 Nassau street. New York. It appears that the evidence was, in some respects, contradictory; some witnesses asserting, that they could make the propeller from Emerson's specification, others that they could not.

If, however, the reports of our Philadelphia neighbors be correct, the result of this trial is of little consequence, for it appears that-in their waters-the "Ericsson" has been superseded by the " Loper" propeller, and always with an increase of speed, other things remaining the same. We have given the accounts of two vessels fitted with the rival propellers, and both arranged so as to be unshipped when under canvass only. An experienced English engineer gave it to us as his opinion, that it was best to keep the engines always at work-that no great speed should be attempted by auxiliary power, not beyond 5 miles per hour-that, engineers and firemen being indispensable, that portion of the expense would be diminished by shortening the voyage, and other reasons.

The London Mechanics' Magazine gives an account of a trial in which Mr. Low obtained a verdict establishing his claim to the screw-the favorite propeller in England. It appears, therefore, that the subject of propellers is attracting very general attention, and nowhere can it be more important than here, where bays, lakes, and rivers, almost demand a class of vessels combining the regularity of the steamboat with the capacity of stowage of the sloop or schooner. Again, as a rough sea is to be frequently encountered, a submerged propeller appears the only one adapted to the purpose; for the common wheel destroys the stowing qualities of small craft, and renders them very awkward in a stiff breeze. It would appear almost impossible that some unexceptionable propeller should not spring from the innumerable experiments her best speed, there was no swell whatever now going on in this and other countries. A few under the bows, her stem cutting through the trips of the Great Britain will furnish some very important "facts" as to the working of the screw on a grand scale, and may be the means of intro-

to look for the acquirement of that knowledge ducing a new and powerful auxiliary into our the chains passing over the drums to give mo Ericsson or Emerson, of the Loper, or of the screw propeller.

> THE "GREAT BRITAIN" STEAMER.-The following account of some experiments made absence of vibration in the ship."-Mech. Mag. with her, is given by a correspondent of the Times :

"The steam was then got up (on arriving at Kingroad), and at half-past 11 o'clock the screwpropeller was put in motion. It has been objected against the use of the screw in many steamers, that its action causes them not only to steer very badly, but renders it necessary to have more men at the wheel than under other circumstances, the steering being extremely laborious. The Great Britain, however, steered like a boat' with one or two strokes of her wheel, and came round with the helm at 30 degrees in a circle of less than half a mile in diameter. The superintending engineers, Mr. I. K. Brunel and Mr. Guppy, of course, in starting, did not intend that this, the first experiment, should be one of full speed, as no new engines can be expected to have properly come to their bearings until after they have been worked for some time; and accordingly directions were given to Mr. H. S. Hurman, the engineer-in-chief, to start her with six revolutions only, at which she made about four knots. On passing Portishead at 12 o'clock, the revolutions were increased to 91 per minute, when she made a 61 log; 101 revolutions gave a log of 7 knots; 101 revolutions a rate 71 knots. The steam was kept at this point for some time, and then increased to 12 revolutions, when she gave 8 knots as her rate of speed. At this period, being then near the Holmes, the experiment of turning her round with the helm hard down was tried; she came round in hine minutes, making a circle of rather more than half a mile in diameter. She was then tried a second time. with the helm at only thirty degrees, when she came round in a most beautiful manner in six minutes, and in a less distance. When going the straight course, the stupendous mass answered her helm most readily, taking not more than one spoke of the wheel, and fequiring only one man at it. In returning homewards, the speed of the engines was gradually increased to 13 revolutions, at which she gave 81 knots, and to 16 and 16; revolutions, when she went through but to sell low, and they will undoubtedly se the water at 11 knots, against a strong head wind, cure a large portion of the Western business. 10 16 and 164 revolutions, when she went through passing easily the Sampson, the fastest paddleboat out of the port. At this rate of going, the steam was cut off by the expansion-valve at 1 loot, or one-sixth of the stroke, six of the fires not having been lit during the whole rip. The engines worked perfectly smooth, and without the slightest vibration or tremor being felt in any part of the vessel. The screw-pippeller during these experiments was not fully immersed, the ship's draught of water abaft being only 14 feet 6, and about 12 feet forward, and no doubt existed in the minds of any of those present versed in such matters, that upon the next experiment, or when the revolutions of the engine are increased to 20 in a minute, a speed of from 12 to 13 knots can be easily obtained. When the vessel was going 11 knots, the screw-propeller was only going 12, making the slip or loss only one-eighth and a third per cent., and which slip will of course be diminished when the screwpropeller is entirely immersed. When going at water just as the fastest Thames boats do. The

mercantile marine, either in the shape of the tion to the screw by which she is propelled, would be so great as to prove an annovance to the passengers. This, however, has been com-pletely avoided, the chains and wheels upon which they work revolving without noise, and what is still more desirable, there is a complete

#### MISCELLANEOUS NOTICE S.

OCMULGEE AND FLINT RIVER RAILROAD. At a meeting of the Stockholders of the Ocmulgee and Flint River Railroad Company, in this city, on Monday the 13th inst., the following board of Directors were appointed for the ensuing year: A. H. Brisbane, Pres't; Nelson Tit, Thomas P. Smith, Joseph Bond, Thos. Spalding, Jas. Mercer, T. D. Mathews, H. Morgan, and D. A. Vason.
Col. Nelson Tift was appointed by the board

General Agent, for the year 1845.

The reports of the President, Gen. Brisbane, and Agent, Col. N. Tift, to the stockholders, we may at some future period publish, and comment upon. Although no labor has been done on the work for the past year, yet the company have not been idle. It is to be hoped that a work so important to the trade of this section will not be abandoned without one more vigorous effort to carry it through .- Albany (Ga.)

THE MONONGAMELA IMPROVEMENT .- The rouse of trade and travel from Baltimore to Pitts. burgh, by way of the Ohio Railroad and the steamboat lines from Brownsville, is steadily manifesting its superiority on the score of both expedition and cheapness. We have before us a letter from a very respectable source at Brownsville. under date of 24th instant, which says

"Our route is daily becoming more important, and so soon as the travelling and forwardng community will have more freely patronized thit will be decidedly the most popular one between the East and West; and the advantages which will accrue from it to Baltimore, will be great. It will haven the transit of merchandise very considerably, as the distance to be wagoned will be shortened almost one half. Your merchants will also have the advantage of seeing: Western men first, when nothing remains

"If the rates of transportation on the Baltiwe hear is contemplated, this route would com-

pete successfully with the Pennsylvania works. "Our navigation is now in fine order, and boats are running again regularly, after a short interruption while putting on a new lock gate. -Balt. Amer.

THE STEAMBOAT LOPER.—This little iron bont, built by Messrs, Merrick & Towne, was tr ed yesterday for the first time. Her engine is he one commonly known asthe vibrating cylinder engine; and her propellers as those of our townsman. Capt. Loper. In the presence of many of our scientific men, the distance of six miles (three going and three returning.) was accomplished in 301 minutes. The boat was light, and every thing was of course new and stiff. The performance was considered by those on board to have been the best yet accomplished by any freighting propeller boat .- Phila. Ing.

ILLINOIS DEBT .- The entire debt, principal and interest, calculating the interest on the canal whole experiment lasted five hours; and in every and interest, calculating the interest on the canal particular the vessel realized the most sanguine debt up to this time, and on the residue up to expectations. It was supposed that the noise of January next, will be \$13,777,869.56.

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nti dry Rot.  ustralian Trust company.  eneral Steam Navigation.  t. Western Steam Pa.  etropolitan Wood Pav.  stent Elastic Pav.  minsular and Oriental.  etropolitan Institution.  eversionary Int. Soc.  Mail Steam Packet.  euth Western Steam.  ip Owners' Towing.  chames Tunnel.  hiversity College.  why de la Zouch.  ernsley.  emand Liverpool Junet.  eventry.  ewash.  erth and Clydc.  and Junet.  and Surrey.  buccester and Berkley.	10,000 5,700 100 20,000 10 10,000 10 11,493 50 3,200 50 5,387 100 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 231 13 720 100 3,000 118 4,000 160 500 100 460 di 600 di 231 di 1,297,400 11,500 100 1,500 di 5,000 di 5,000 di	35 14 100 0 6 1 1 50 100 100 100 100 100 100 100 100	10 5 5 7 7 6 4 1-2 2 10 2 210 2 24 9 9 32 4 7	34 1-2 27 1-2 25 6 5-8 1 3-4 64 3-4  104 1 36 1-2  15  15  11 3-0 12 365 250 20 20 8	65 	Monmo Melton Mersey Maccle Maccle Neath Oxford Regents Shropsh Stafford Shrews Stourbr Stroudw Swanse Severn Trent a Thames Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warwic Warw	or Lor ire	& Rail. Av. Sey. Birmingham Napton. B. Ann. I. Salford London	3	250 500 000 247 786 4418 500 800 149 000 980 er 600 149 000 980 er Doc 005	100 100 100 100 100 33 3-4 125 150 140 125 150 100 26 1-2 50 19 1-4 100 Works 25 100 av.	100 100 100 100 100 33 3-4 125 150 140 125 145 150 100 100 19 1-4 100 41 2-3 30 100	10 10 2 1-2 17 30 2 5-8 6 7 1-2 25 12 14 19 15 5 1-2 65  10 1-2 8 1-2 8 1-2 8 3-8 5	15 365 505 25 120 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126	15365 2551200 1230480 2300360 240030 100 2285 900 577 555
nti dry Rot.  Instralian Trust company  Instruction Institution  Instralian Institution  Instituti	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 50 3,200 50 5,387 100 15,000 100 4,000 50 1,500 100 Canals 1,432 113 720 100 3,000 118 4,000 160 500 100 460 di 600 di 231 di 1,297 400 11,500 100 1,500 100 1,500 100 45,000 dd 5,000 dd 6749 150	35 14 100 100 6 1 50 40 100 60 60 60 60 60 60 60 60 70 100 100 100 100 100 100 100	10	34 1-2 27 1-2 25 6 5-8 1 3-4 64 3-4  104 1 36 1-2  15  15  15  15  15  13 1-2  15  15  15  15  15  15  16 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19	65 	Monmo Melton Mersey Maccle Maccle Neath Oxford Regents Shropsh Somerse Stafford Shrewsi Stourbr Stroudv Swanse Severn Treut a Thames Warwic Warwic Warwic Warwic Warwic Comme East Lo	withshir Mowbri and Irv sfield  for Lor lire  to cor Lor lire  to Mer  to and Mer and Mer and Mer and Mer and Mer  to and Mer and  to an	& Rail. Av. & Rail. Av. Birmingham Napton  B. Ann. I Salford London.x	3	250 500 000 247 786 4418 500 800 149 000 980 er 600 149 000 980 er Doc 005	100 100 100 100 33 3-4 125 140 125 145 150 100 26 1-2 50 19 1-4 100 20 av. av. av.	100	10 10 2 1-2 17 30 2 5-8 6 7 1-2 25 12 14 19 15 5 1-2 65 7 1-4 2 1-2 8 3-8 6 5-8	15 365 505 25 120 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126	155 365 255 1200 1233 480 2300 3360 2400 300 100 577 555 1277
nti dry Rot.  Instralian Trust company  Instralian Pa.  Instralian Trust  Institution  Instituti	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 50 3,200 50 5,387 100 15,000 100 4,000 50 1,500 100 Canals 1,432 113 720 100 3,000 118 4,000 160 500 100 460 di 600 di 231 di 1,297 400 11,500 100 1,500 100 1,500 100 45,000 dd 5,000 dd 6749 150	35 14 100 6 1 50 100 6 1 50 100 6 6 1 50 100 6 6 7 1-5 100 6 6 6 7 1-5 100 6 6 6 7 1-5 100 6 6 6 7 1-5 100 100 100 100 100 100 100 10	10 	34 1-2 27 1-2 25 6 5-8 1 3-4 64 3-4  104 1 36 1-2  15  15  15  15  13 1-2 365 3 250 2 105 4 440 4 440 4 162 1 20 8 8 185 1 8 8	65 	Monmo Melton Mersey Maccle Neath Oxford Regents Shropsh Stafford Shrewsi Stourbr Stroudw Swanse Severn Trent a Trent a Warwic Warwic Warwic Warwic Warwic Wark Wat Manche Vauxha West M Commer East and London St. Kati	with shir Mowbrish and Irv shield	& Rail. Av. & Rail. Av. Birmingham Napton  I Salford London.x  London.x	2 3 3 1 1 2 1 1 2 1 1 1 2 1 1 1 1 1 1 1	250 500 000 000 001 7786 4418 500 800 762 600 600 600 600 600 600 600 6	100 100 100 100 133 3-4 125 150 140 125 150 100 26 1-2 50 19 1-4 100 Works 25 100 av. av. ks.	100	10 10 2 1-2 17 30 2 5-8 6 7 1-2 25 12 14 19 15 5 1-2 65  10 1-2 8 1-2 8 3-8 5 7 1-4 2 1-2 8 3-8 5 5-8	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 283 88 57 55 51 26	117 15 365 25 120 123 480 230 360 240 30 10 10 28 225 90 57 55 127

AMI	ERICA	N STATE	WOR	KS AN	D CAN	ALS, 1	ETC.				,
STATE WORKS.	Length in miles	Cost.	Income	43.	I Income	H4.	The	tate Cana	s are all 4	eet deep, and	the locks a
N.Y.   1 Black river canal—(including 4 y'rs' def		2,066,285		- Dapenu	-	Zpena		the estima			
" 2 Cayuga and Seneca—(do. 14 years' det.	.) 21	419,830	16,55				on th	e yearly de	eficiencies	, nor are t	he six mi
" OCL	1 111	1,257,604		11.486			lions	paid from cipal or inte	auction at	nd salt duti	es include
4 Chemung—(do. 11 years' deficiencies)	97	3,267,590		5 15,967		:	Blac	k river can	als requir	e large su	ms for the
" 5 Chenango—(do. 7 years' def.) " 6 Crooked lake—(do. 10 years' def.)	. 8	263,950	461	1 3,674			com	oletion, the	interest of	which add	ditional su
" TEria on programment of	. 303	20,435,406 4,167,846	1,880,310	5			is mi	uch greater lese canals	than the	estimated g	ross incom
" 8 Genessee valley—(do. 5 years' def) " 952 miles opened, cost \$1,500,000	. 120	4,107,010	12,292	13,819			quir	ed to compl	ete these t	wo canals	are \$2.000
" 10 Oneida lake (do. 4 years' def.)	. 6	85,082	225	2,239			000 a	and \$600.0	00, makin	g their tota	l cost whe
" 11 Oswego—(do. 14 years' def.)	38	882,393		22,742	P 20	5 200	finish	hed \$5,553, incurred or	000 and \$	2,499,000;	an expend
Pa. 12 Beaver division canal	. 60							beral,) of \$			
" 14 French creek	. 45						T	ne total rec	eipts from	the works	of Pennsy
" 15 Columbia railroad	99				442 220	205 065		a for 1843 126, and the			
" 16 Eastern division	. 36							receipts			
" 17 Juniata canal	. 39					1	Cana	al tolls.	- 1.		578,40
" 18 Portage railroad	. 130				351 102	248,943	Raili Moti	road tolls, ve power, ks,		-	- 252,85 319,59
" 20 North branch Susquehannah canal	. 73				101040	57,633	Truc	ks.			- 13,47
" 21 West " "	. 72 5				101,949	31,000	of wh	nich \$585,9	22 is from	, 118 miles	of railroad
Ohio 22 Hocking canal		04= 0=0			4 obc		and S	578,404 for canals of	om 550 m	iles of cana	il.
" 23 Miami canal		947,670 1,660,742		38,826	74.904		perty	tax of 51	mills on the	he dollar.	There ar
" 24 Miami extension		2,949,250	8,291		12:053		853 n	niles of can	al in the S	State, which	n vielded i
" 25 Muskingum	210	1,602,018		102 200	28,241		1843	\$471,623, an. '43 bein	and in 18	14 8515.39	3. the cos
" 26 Ohio	310	4,600,000 2,955,270		123,398 6,400	49,267		44 0	ver '43 is o	ply \$43.77	79. though	the year '4
" 98 Walhonding		607.269	838	39,005	1,918		has c	xhibited a	greater in	ncrease thr	oughout th
" 29 Western road		255,014	7,254	1,782				try than ev	er before l	known.	
Ind. 30 Sundry works		11,000,000	• • • • • • •				incor	ese 21 mil ne whateve	nons on s	unary wor	ks yield n
Ill. 32 Sundry works		10,000,000					Th	e central r	ailroad vie	elds above	6 per cent
Mich 33 Central railroad	110	1,842,308	149,987		211,170	89,420	and i	s the only	State wor	k-the Eric	e canal ex
" 34 Southern railroad	1 68	936,295	24,064	7,907	60,341	70,000	cepte	d—which i	s able to s	tand alone	
CANALS.	Length	Cost.	1843. Incom		t Inc	S44.	Div.	Value of		REMARKS.	
Dischutene	miles.		Gross.	Nett. cer	nt. Gross.	Nett.	cent.		-		
BlackstoneBald Eagle Navigation		400,000									
Beaver and Sandy, (part)		1,000,000						1	Ve may,	perhapa, at	rome futur
Charleston, (S. C.)	104	12,370,470	47 COM	••••				tim	e-be enable	led to give	the particu
Chesapeake and Ohio	12	300.000	41,001			1		lair.	The Chesa	peake and	Ohio cana
Delaware and Chesapeake	13							26 is	not yet c	ompleted t	o the coa
Schuylkill	108	3,500,000	279,795 10	2,221	. 190,693	120,624	• • • •	31 min		its trifling	
Farmington								kill		been com	
Middlesex								Т		s canal was	
Port Deposit	10	2,900,000	00 602 5	2 20-			• • • • •	for		n, about or t is said in	
Southwark		300.000				1		that		enlarged.	
Tide Water	45	2,900,000				1		see	no repor	t, nor hear	d of the ap
Union	80	2,000,000		• • • • • • • • • • • • • • • • • • • •			••••		atment of	any engin	eer.
Dismal Swamp	101	1,000,000						28			
······		~~~~	~~~		~~~	~~~				<del></del>	
CANADIAN CANALS.	Length	No. of Locks, locks, in fee	Length o	Size of loc	Depth on	Width o			Expended to Sept. 1843	Income.	43. Expense.
The Welland canal	- Inties.		feet.	feet.	feet.	feet.	feet.	3.948.572		61,658	1,169
Main trunk from Port Colborne to Port Dalhous	ie 28	31 328	150	26 1-2		45	81			,	.,
Junction branch to Dunville   not adde	d 21	1 6	150	26 1-2	8 1-2	35	71				
(Broad creek branch to Port Maitland   below.		1 6	200	45	7	45	85				
The St. Lawrence canal	2	2 7	200	45		50	90				
Rapid Plat.		2 11 1-		45	9:	50	90	672,498	973		
(Farren's point	. 3-4	1 31-		45	9 -	50	90			· .	
Cornwall, passing the Long Sault rapids Beauharnois, do. Cotean, Cedars and Cascades roa	d 11 1-2	7 48 82 1-	2 200	55 45	6 .	100	150 120	865,372	1,665,663 275,426		- 1
Lachine, do. Lachine rapids	. 8 1-2	5 44 1-		45	6	80	120	old canal.		29,288	9,011
Elargement of do								. 1,001,333		.,,,,,,	*
Total from lake Erie to the sea	66	57  525 9   74	120	24		36	60	900,000	440,000	1,409	1,096
	~~~		~~~~				~	Div.   Val	~~	1,405	1,050
COAL COMPANIES.	Length miles R. rd. Car	· Cost	Gros	1843. ncome. s. Nett.	Div.	1844. Incom Gross.		per of		REMARK	S .
Delaware and Hudson	16 108	2,800,	000 930,2		_			117		-	
i Lehigh	20 72	1 6,000,	000		1		• • • •	31			
	F.										
						:					
· · · · · · · · · · · · · · · · · · ·	^										
			PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS	AND DESCRIPTION OF THE PARTY OF			-	the transmission by	ALCOHOL COURT	crantin errotentyating	

		Lengu			43.	Div.	OADS.		Div.	Value	to the standing posts of the first transfer
. 1	RAILROADS.	in	Cost.	Inc	ome.	per	Ince	ome.	per	of	REMARKS.
		miles.	-1		Nett.	cent	Gross.		cent.		
le.	I.Portland, Saeo and Portsmouth	50 35	750,000			. 7			6	100	Competes with steamboats.
H.	2 Concord	56	1,384,050	170 745	69 400				12	130	
58.	4 Boston and Lowell.	26	1,863,746	277 315	444 000		316,909	147 615		108	
	5 Boston and Providence	41	1,900,000				310,303			109	
	6 Boston and Worcester.	48	2,885,200	404.141	162,000	6					
	7 Berkshire.	21	250,000		17,500	7					
	8 Charlestown branch.		. 250,000								
	9 Eastern.	54	2,388,631	279,563	140,595	6	1		8	112	
•	10 Fitchburg	50	322,538							109	
	11 Hartford and Springfield	25 1									
	12 Nashua and Lowell	14 1		81,079		8				120	,
1	13 New Bedford and Taunton	20 59	428,543	50,671	24,000	6					
	14 Norwich and Worcester	11	2,166,560	102,330	21,071		230,674		3	67	
	15 Taunton branch	3	230,000		20,000	8				118	
6	16 West Stockb idge	156	8,319,520	573 889	284 432				1	92	of the same of the same
	18 Worcester branch to Milbury		5.500	310,000	201,100					./2	
	19 Hartford and New Haven	38								92	
	20 Tonsatonic (19 months)	74	1,244,123				150 000		1		
	21 Stonington, (year ending 1st Sept.,)	48	2,600,000	113,889			154,724	79,845		40 .	
Y.	21 Stonington, (year ending 1st Sept.,) 22 Attica and Buffalo	31 1-	2,600,000 2 268,275	45,896	7,522						
	23 Auburn and Rochester	78	1,737.00	11007.007.3	1 1 2 CAA				1	110	Ithaca and Oswego and Catskill
4.5	21 Auburn and Syracuse	26	140,301	00,291	21,334						Canajoharie roads were sold 'y
15	25 Buffalo and Niegara	35	200,000							100	State. The former does little, he la
	26 Erie, (446 miles,)	53	. 5,000,000		48 000	• • • •	• • • • • • •	• • • • • •	• • • • •	28	nothing.
	Trie, opened	26	2,200,000	• • • • • •	40,000	• • • •		•••••		65	
	9 Harlem	20	3,200,000			• • • •		*****		00	
	30 Long Island	95	1,500,000							77	
	31 Mohawk	16 3.	4 1,030,949	69 948	58 780	• • • •	84 306	40 000		59	
	32 Tonnawanda	43	600,000	76.227				20,000			A COLUMN TO THE REAL PROPERTY OF THE PERTY O
	33 Troy and Greenbush	6	180,000								Part of the New York and Alban
	31 Troy and Saratoga	25	475,865	44,325	21.000						Part of the New York and Alban
i	35 Troy and Schenectady	20 1-	2 633,520	28,043							
1	36 Schenectady and Saratoga	22	300,000	42.242	3.000	1					c
	37 Utica and Schenectady	78	2,124,013	277,164	180,000	. 9				131	
- 1	38 Ttica and Syracuse	53	1,080,219	163,701	72.000					119	
	39 Camden and Amboy	61 26	3,200,000	182,832	383,880	• • • •		• • • • • •		109	
- 1	10 Elizabethtown : nd Somerville	20	300,000					• • • • • •	• • • •	• • • • • •	I He -
	11 Morris and Ess x	34	2,000,000							93	
	13 Paterson	16	300 000			3000	Ĵ.(80	;
	14 Beaver Meadow	26	1,000,000			?					
	15 Cumberland Valley	46	1 250 000								
1	16 Franklin	10 1-	860,000								
	17 Harrisburg and Lancaster	36	860,000							30	
	8 Hazleton branch	10	+ 120,000								The costs of those roads marke
	9 Little Schuvlkill	29	900,000								were taken from de Gerstner's rej
	O Lykens Valley	16 1-				••••			• • • •		pub ished in the Journal in 1840.
	Mauch Chunk	-	212 000	• • • • • • • • • • • • • • • • • • • •		10			• • • •	144	
	3 Vorristown	20	900,000			12				10	
	4 Philadelphia and Trenton	30	400,000	******						105	,
1	55 Pottsville and Danville		2 1,500,000								
1	66 Reading	91	9 000 000							22	
	57 Schuvlkill vallev	10	1,000,000 400,000								
	59 Williamsport an l Elmira	25	400,000	20,000							
	59 Philadelphia and Baltimore	93	4,400,000	43,043	200,000			210,000		40	in from m
31.	60 Frenchtown	16	600,000 7,623,600	:::::::	000 000	• • • •	150.000	240.010		******	dell'es r
	61 Baltimore and Ohio, (1st Oct.)	98	7,623,600	575,235	279,402	• • • •	∍58,620	346,946	••••	49	
	62 Baltimore and Susquehanna	58 38	3,000,000 1,800,000	177 000	71 (0)		210 100	104 500	• • • •	- 5	
	63 Baltimore and Washington 64 Greensville and Roanoke	38 17 1	960,000	111,227	11,091		312,129	104,029	• • • •		
	65 Petersburg and Roanoke.	60							3		
	66 Portsmouth and Roanoke	78 1									
	67 Richmond and Fredericksburg		2 1,200,000								
	68 Richmond and Petersburg	22 1-	2 700,000								
	69 Winchester and Potomac	35	500,000								
	70 Raleigh and Gaston		2 1,360,000								
	71 Wilmington and Raleigh		1,800,000								
	72 Charleston and Hamburg		2,400,000	30: :::		• • • •	220 121	100 204			
	73 Louisville and Cincinnati	66					328,425				
a.	71 Central	190	2,581,723	227,532	93,190		040 000	147 500		•••••	. N
	75 Georgia	LE/ I.	2,000,000	240,020	100,207		240,000	147,023		•••••	
	77 Lexington and Ohio.		500,000								
nio	78 Little Miami	40	450,000								- w 111 - m - n
	78 Little Miami	40	400.000								
6	80 Monroeville and Sandusky										1
ch	81 Detroit and Pontiad.	25									102.
•	S2 Erie and Kalamazoo	33									
d.	83 Madison and Indianapolis	56	152,000				58,000				Purchased from the State.
	81 Champlain and St. Lawrence	15	212 000		1:12 000		58 000	24,000		110	

SILES OF RAILROAD		nday.			Wed	ln-sd.	Thu	reday.	ft'p1	dav.	Satu	urda
NAME OF COMPANY.		Price.				Price.		Price.			Sh 'rs.	
Boston.	-	1										
Old Colony	10	100			55	993-4						
Norwich and Worcester.	100	66 1-2	25	65 1-2	25	65	25	65 1-2		,		
Western	10		43	96	141	96	158	961-4	98	963-4	10	97
Long Island											15	73
Long Island	25	106 1-2	7	106 3-4	47	106 1-2	33	106 1-4				-
Eastern	1	1				1						
Portland and Saco					69	118 1-2	1	1181-2				
Boston and Worcester	1						1					
Lowell			25	201-2	125	20 3-4	225	21 3-4	225	223-4	610	24
Reading		1	1	110	1		1	210-1		109		110
Boston and Maine			1	1				****	1			1
Fitchburg						••••						
Concord												
Taunton branch												
Nashna and Lowell						:						
Boston and Providence												
Reading bonds									1,000	71 1-4		
New-York.	950	27	200	00	CEO	00 . 0	OOF	00	-	00		
Erie	350		395		650	28 1-2	225	28	75	29		00
Harlem	250		160					****	50			
Long Island	1,155	73 1-2				73	525	72 1-2				
Stonington			100	38	25	373-4	250	37 1-2	325	38	275	
Paterson											12	79
New Haven & Hartford.	. 8	91										
Housatonic												
New Jersey												
Mohawk			125	61		,						
Reading		40 1-2					75	421-2	100	441-2	250	46
Morris canal		26 1-2	75	26 1-4	125	26			325	26 1-2	275	27
Norwich and Worcester.		65 1-2	695	.66	1.375		1.075	65 1-2	525	66 1-4	500	67
Utica and Syracuse		120				4.7				120		
Philadelphia.						,.						
Camden and Amboy	9	109	10	108							1	
Camden and Amboy 6's		1	2,000									
Reading		1					50	21	300	22	1	1
Reading bonds, 6's				4								
Wilmington					540	20	300					1 :
Wilmington bonds, 6's			1					20 1.2				
			179								1	1
Lehigh mortgage			5,000									
Chesapeake and Del. 6's			3,000	001-2		30	17	29 1-2				
Schuylkill Nav							17	60 1-2			1 1	
Lehigh Nav	1					*.* * *						1
Baltimore.							25	487-8				1
Baltimore and Ohio			3	83								
Baltimore & Washington			3	00				0			1	
Susquehanna Canal											1	11
Philadelphia & Baltimore	1										1	

We call the attention of Directors to the Tubular Advertisement of the New Jersey Railroad and Transportation Compa- PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y. ny in this number. A similar advertisement for each of the principal railroads would afford to the traveller in our widely extended country, information which is at present beyond his reach, even had he access to all the papers in the United States.

We particularly request statements of the traffic of cach week and of the corresponding week of last year to be regularly sent to us.

Correspondents will oblige us by sending in their communications by Monday morning at laicst.

We are endeavoring to devise a mode of advertising the rates of fare and distances of the principal railroa is in the country, and have opened a correspondence on the subject with gentlemen connected with some of the most important works.

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AMERICAN RAILROAD JOURNAL.

Thursday,	February	6,	1845	
				-

WESTERN RAILROAD .- Receipts for the week ending January 18:

Passengers, - Freight, etc., -	-	\$4770 6039	\$3097 3984
Total, -	-	\$10,809	\$7031
Week ending Jan. 25: Passengers, Freight,		\$4518 6868	\$3059 5905
Total, -	-	\$11,386	\$8956

MOHAWK AND HUDSON RAILROAD for the weel ending 21st of January, 1845:

Passengers, Local freight,	\$469.25 17.24 \$59.13
Receipts for same time last year,	\$836.62 393.00
Increase equal to 113 per cent.,	\$443.62
THE COAL TRADE.—Sent by railroad ay evening last:	up to Thurs-

Schuylkill Haven, 4377,14 Pottsville, 6,217,20 Per last report, 21,987,03

28,205.04

The "Traveller's Directory" on the last page will perhaps give all the information required by "through" passengers on the main routes of the Union. It is not yet complete as regards fares and distances, though the times of starting on all the important roads, except some of the southern roads, are given pretty fully. There are included even the trips of the accommodation trains on many roads, though for way-passengers each great thoroughfare in the country should have a table similar to that of the N. J. Railroad Co. Then, with the "Traveller's Directory," with tabular advertise-ments of the railroads and steamboats on the principal routes, the traveller will easily ascertain the cost and time of a journey to almost any part of the

We are under obligations to different gentlemen for the Railway Bell and small pocket Directory, with colored maps, very well got up. These are both English publications; the former is published weekly, and sold at 61.; the latter is published monthly, and sold for 1s. sterling.

We are also indebted to an eninent engineer of Boston for a small manual of the railways in that 3.4 vicinity, very conveniently arranged; the price is 1-2 not stated. Our object is to adapt our publication 1-4 to this community, and we do not think the English plan would answer here; at the same time we are not fully prepared to submit any definite plan to the companies, and should be happy to receive suggestions from the numerous gentlemen connected with railways, who are seriously turning their attention to this subject. We are inclined to believe that the publication must be weekly, and the price very low; the former in order to be alreads correct, the latter to make its circulation as extensive as possible.

If the different railroad companies feel disposed to stand by the Journal, they may do much to aid the extension of this incomparable mode of communication, and, at an insignificant cost, give all the information required by the traveller, and obtain for themselves the results of the experience of th's country and of Europe in a cle :r and condensed form. In justice to the companies we feel bound to state that, during the last month, we have received many proofs of their friendship to the Journ 1 ...

The report of the Comptroller of New York is published in some of the papers, but we shall wait for the official publication of this and of the report of the canal commissioners, before we attempt these formidable works-almost as extensive as complicated.

The subject of "discriminating tolls," is creating some sensation, and from the discussions to which it leads, will do much to unveil the system of debt and taxation so highly prized by the public men of New York. We are sorry to see such ignorance prevailing as to the diversion of the trade from the Erie canal to the St. Lawrence, the notorious fict being always overlooked; that the flour is destined to New York and New York only; were the tolls of the Erie canal doubled it could not go via. Montreal, Boston, or Philadelphia.

In the legislature of New York we notice a favorable report on giving up the claim of the State on the N. Y. and Erie Railroad Co., on conditions which will be satisfactory to the company. Also motions for inquiry into the charges of the railroad companies for winter freight, and into the nature of the agreement between the Troy and Greenbush and the New York and Albany Railroad companies.

It will be seen by our extracts that the Northern Railroad has even found its way into the Engish railway journals.

ENLARGEMENT OF THE SCHUYL-KILL CANAL.

cost of this is estimated at \$592,000, or less than Hudson is 50 c. for the same distance. \$1000 per foot lift, and the cost of deepening the for one half more than the estimate, we shall be very agreeably surprised. But this is of comparatively little consequence.

Mr. Roberts says, (p. 17,) "The next question is, will the work, when done, repay its cost?" This is the grand consideration; this is the great marks. At the present unexampled low rates of capital would be about \$1,500,000, and the engineering question, the discussion of which in- toll of a cent. per ton per mile, it will require a income from 1,500,000 tons, at the moderate toll volves as elements, the cost of construction, the million of tons of coal to pass over the canal an- of 1 cent per ton per mile-as on the Erie canal saving which these enlarged locks will effect, nually to yield the moderate return of 7 per cent., and the manner in which that saving will in- assuming the other business of the canal to clear actually exceed those of the Loughborough Cacrease the receipts of the Company, so as to all expenses whatever. Were the canal to be nal, which divides 70 per cent. But even at the render an increase of debt a safe and judicious commenced "de novo," we should be disposed low toll of & cent per ton per mile, the present

Of the first we have already spoken. Of the second element Mr. R. says

"It has been found heretofore, that the decrease in the cost of freighting has been nearly proportional to the increase of the number of tons proportional to the increase of the number of tons carried in a boat. Coal in large quantities has been carried upon the Schuylkill Navigation in 60 ton boats at the rate of 65 cents per ton per 100 miles, including unloading. With boats of "A boat will carry about the carried to the carrie treble the present capacity, propelled by steam, and running two or more in a train, it is believed that the cost of freighting could be reduced to from 25 to 30 cents per ton, and so as to com bine with this great reduction the vast advantage of being able to proceed directly on to the ports where the bulk of the coal is wanted."

Here we ought to have the first cost of boats of 60 and 180 tons, the costs of repairs and renewals, the charges for towing by horses and by steam power, and of manning the two classes of vessels. That the larger boat will carry more cheaply than the smaller craft may be very true, but there should be some proof given, "that the decrease in the cost of freighting" is as the increase in the capacity of the boat. Suppose that the enlarged Schnylkill Navigation should turn out a failure, then will this very same Report show the propriety of a second enlargement as conclusively as it now does the advantages of the first increase in dimensions. And this is by no means a mere supposition. The Lachine Canal at Montreal has locks 20 by 100, (see Table of Canadian Capals,) and we believe it never yet passed over two hundred thousand ions, less than onethird the tonnage of the present Schuylkill canal, with locks \$0x131. By a system of high tolls, they raised up a rival with which no canal on though we confess that the latter part of this reearth could contend-the giant St. Lawrence. port makes us fear the worst, for the grand en- by the quiet, yet significant remarks made in Finding the trade irrecoverably gone from the gineering consideration is most decidedly blinked: your last (No. 5), relative to the comparative (for Canada) small Lachine Canal, they deter- in place of a close professional analysis, we find management of the Baltimore and Ohio Railmined to enlarge it from locks of 20 by 100x5 only the collateral advantages and the general road, and the New York and Eric Railroad.

We have attentively perused the Report of to the trade as the old canal, omitting all con- to lay down a wider track, because the expense Mr. S. Roberts, Civil Engineer, to the Schuyl-sideration of cost. There, as in the case of the of transportation might be reduced somewhat by kill Navigation Company, in which he strongly Erie and Schuylkill Canals, an increase in the that change, we should think such a course very recommends an increase in the dimensions of the size of the boats is to accomplish all; but how, channel and locks, so as to pass boats of the size is left pretty much to the imagination; indeed, The first question would naturally be. Is the contemplated for the enlarged Eric Canal, that it will require no ordinary powers to believe that road worked up to its capacity? So with the is, the locks are to be 110 feet long by 18 feet freight can be carried for 25 to 30 c. per ton over canal, we ask, What is the capacity of the wide. The total lockage is 616 feet, and the 108 miles of canal, when the lowest price on the Schuylkill Navigation? Experience on the

But even admitting that this reduction could channel is estimated at \$486.000, making the be effected, it remains to be shown how that be passed very well in 250 days in one direction, entire amount \$1,080,000. If this work be done will accomplish the end in view; that is, how it will render the canal able to pay a fair interest on its total cost after enlargement, say five millions of dollars (p. 20). The tolls must be raised, or the trade must be greatly increased. All this would yield a dividend of 15 per cent. On this is passed by very quietly, for general re- the English system of small, cheap canals, the to pay very close attention to the English canals, Schuylkill Canal might pay a fair dividend, if the extraordinary success of which may be seen the trade were vigorously carried on. The use in our Table of the Canals of that country.

> "In England, canals are generally successful, but though doing an immense husiness, they are very small, some of the most important having locks only eight or ten feet wide.

> "The capacity of these little English canals is immense, their cost and management com-

" A boat will carry about 30 tons, and as one of the old single locks of the Erie canal passes 116 boats in 15 hours, a lock little more than half the width will easily pass 200 boats per 24 hours, and is abundantly adequate to the trade of English canals, with a small amount invested in their construction, accommodate an immense traffic, and are as valuable to their proprietors as they are useful and honorable to the country. Here the reverse is generally the case. For example, the Genesce Valley Canal will cost about \$60,000 per mile, the cost of the Lowell Railway, the best in America; the income of the former is estimated by its friends at one-half of one per cent. per annum, the actual income of the latter is 15 per cent. Again, one mile of the Cornwall Canal in Canada cost as much as fifteen miles of the Champlain and St. Lawrence Railway, with cars, engines, buildings, and wharves, and it will be fortunate if the income from the twelve miles of canal equal half the revenue of the railway. The two private railways are adapted to the business of their respective localities; viewed in this light, the two government canals are monstrosities of the first order."-Journal May 1844.

We shall be sorry to see the Directors of a respectable Company vieing with the "honorable" Canal Commissioners in effecting a maximum of expenditure with a minimum of income; to 45x200x10. The work is to be completed by views which would very appropriately follow. It appears, the former, a pioneer road, "after

December, 1845, and it remains to be seen such an examination. By way of illustration. whether it will be on the whole worth as much suppose it were the intention of the Reading Co. similar to that of the Schuylkill Navigation Co. Erie Canal demonstrates that, with single locks, and boats of 60 tons burden, 1,500.000 tons may and of course an equal amount of return freight. Now, with the low toll of & cent per ton per mile, the income from coal alone would be \$750,000, and if other business pay the ordinary expenses, -would be \$1,500,000, so that the profits would of iron vessels will increase the capacity to nearly 80 tons per boat, and the great saving in wear will reduce the cost of transportation still further. At present we cannot pursue the subject, and must conclude with remarking, that the Schuylkill Navigation is equal to three times the present trade at least; that the demand for coal already exceeds the supply; consequently, that the coal trade, via the Schuylkil Canal, has all the advantages which can ever be expected; for an increase in dimensions brings with it a larger any canal likely to exist in this country. The divisor, and of course a smaller quotient, in the shape of profits. But the great objection to the Report is, that there is-professionally speaking -not even an attempt to make out the grand point: " Will the work, when done, repay its cost ?"

For the American Raifroad Journal.

RAILWAY MANAGEMENT.

Permit a shareholder in Railways to congraulate the public on the improved appearance and independent stand your valuable journal has taken in its editorial columns, in exposing the management of railways, as well as their extravagant cost. Heretofore the Railroad Journal has been devoted too much to algebraical calculations for the engineers, and to reports, without any remarks to benefit the stockholders. You have at last got on the right track, in following the course pursued by the London Railway Times-Herapath, and other European journals, in exposing the errors in management that tend to discredit the Railway system, in and around New York. I am led to make this observation

history of American Railways, has put into ef- pecting public, that requires examination. I engine was unable to bear-a force, be it reexpenditure of \$7.600,000, which yielded a Company, to give us the true facts in the case, of a force of great intensity, and generated with gross income of \$658,620, or \$363,786 nett, to save his credit as an engineer. That there is such explosive suddenness as to render the safefor the year ending Oct. 1st, 1844." While the truth in this statement, there can be no doubt, ty valves and cylinders of the engine uscless as management of the Erie road has produced, af- when it is recollected, that it took the best lecoter an expenditure of \$5,000,000, only 53 miles motive on the road upwards of 21 hours to draw stress was laid upon the fact of its having ocof road, that has yielded, to include receipts from 3 cars 25 miles, the day of the opening of the curred during a thunder-storm, and the agency a Ferry of 24 miles! the gross sum of \$158,285, road to White Plains; and if we are accurately in the accident has been attributed to electricity; and \$55,790 nett, during the last year, for the informed, the average up-trip, with a single car, but in what manner it may be conceived to have railway.

After reading your just criticism on these roads, and stumbling over the iron and bales of hay that fill up the foot of Centre street, oppo- of this road, I may ask, what talents advised the not conjecture. If there are any experiments, or site the Hall of Record, the terminus of the Har- dangerous curve to cross a Bridge built, not for observations, on record, tending to show the powlaem Railroad on this street, I asked myself, is it possible the managers of the Harlaem Railroad design to do a freighting business, or to accommodate the travelling public, by turning them out into the open street in all weathers on such a limited space of ground,-and can the management of this road give confidence to capitalists, and advance the railway cause? An intelligent friend, well versed in railways, remarked, "that the Harlaem Railroad had done more to injure and retard the Railroad cause in the United States than any work within his knowledge! For, (said he,) on offering stock or the bonds of a good railway, I am always met with the remark, look at the Harlaem Railroad. its stock has varied from 7 cents to 65 cents on the dollar, except when there is 'a corner,' and its bonds have been hawked at 33 cents; and, although, more than one million of persons have been transported over it per annum, yet it has never given a dividend, but has got deeper and deeper in debt."

The pretensions of this road, and its present stockholders, (for they change annually in Wall street.) to make a good railway to connect us readers both sides of the question. with Albany, has led me to inquire into the situation and the capacity of this company, to perform a freighting as well as passage business. I would design to draw the attention of your independent journal, to make the inquiry of the President or Engineer, where the fault lies, and that the workmanship of the hoiler was such as who is to blame, in so locating and constructing this road from Harlaem river to White Plains, as to give it grades of 60 feet on curves that require the use of motive power, and of course expense proportioned to the load drawn at a given veocity, as it does equal to that to ascend the Berkshire mountains, where there are 80 feet grades to the mile.

I cannot believe the practical Engineer, Mr. Showell, who has had charge of the location and construction of this road, can have had his own way, with two lines staked out for his guide from Harlaem River to White Plains, by Engineers of the experience of Messrs. Joseph D. Allen, J. T. Shipman and Edwin F. Johnson, on either which, I learn, there need be no grade to exceed 30 feet to the mile, and with moderate cutting and embankments, compared with the valves were free. object to be accomplished. If this is true, and The whole results of the explosion moreover the fire-box: (the length of the cylindrical part

exceeds 2 hours from the City Hall to White steam within it, or in what other way it in-Plains.

a Railway, but for the Free use of the people of continuous conductor, as a locomotive engine, Morrisania, over which the Harlaem Company running too, be it observed, upon a wet rail, the river. This bridge, in its location for an entrance pendently of this, the evidence to the contrary is to this great city, is a disgrace to the railway as plain as could be desired. cause, and is totally unfit to pass heavy engines and trains with freight.

I may pursue this subject, and point out errors this city, that have so disgusted our capitalists. that even the New York & Erie, and other important railways, are lest without subscribers to capitalists are fearful of trusting them with their

VERITAS.

EXPLOSION OF THE LOCOMOTIVE RICHMOND.

The Committee of the Franklin Institute have made an elaborate report on this unfortunale occurrence. Having given the views of Dr. Lardis, such portion as may be necessary to give our

The committee believe, from the fact, that not a single portion of the joints had given way, except where the rivets had been torn off by the lateral expansion, and from the general appearance of the remains of the engine, when examined, that it will, on all hands, be admitted, to sustain the reputation which the Messrs, Norris have acquired in their business; and it is evident that the experiments, cited above, refute any supposition of insufficient strength in the crown plate-the laminated structure of which is one of those contengencies, against which the most careful precautions are not always sufficient to guard.

It is not then to weakness of materials, or defects in the manufacture of the boiler, that we are to look for the cause of this explosion: the committee believe that the strength of the engine would have proved adequate to any working pressure which could have been placed upon

On the other hand, the engineer, Mr. Joseph Ward, was reputed one of the most capable and have acted in the present case. trustworthy upon the road, and his character for the suspicion of any improper tampering with

contending with engineering, financial, and Le- I have the best data for my information, there seem to indicate, not the slow and gradual rise gislative difficulties, without a parallel in the is an error in location, palmed off on the unsus- of the pressure of the steam to a force which the history of American Railways, has put into ef-ficient operation nearly 200 miles of road, by an would, therefore, call on the engineer, or the engine while in motion—but rather the action

> In the first accounts of this explosion much creased the tension of the steam, or diminished When the directors explain the bad location the strength of the material, he committee canhave already tumbled one car nearly into the committee are in ignorance of them; and, inde-

In the testimony before the coroner, two of the brakesmen, Powell and Cowden, declare that they saw lightning previous to the explosion: Powell says,-" I saw a flash of lightning in management of this and other railways around previous to the explosion, but I could very easily see between the flush and the explosion." Cowden says,-"I saw several flashes of lightning previous to the explosion." Neither say any thing of the nature, or the nearness, of the flash, their stock, from the fact, that directors of rail-nor do they seem to have auributed to it any ways have committed such gross blunders, that agency in the explosion. On the other hand, two other brakesmen, McGnire and Smith, declare that they saw no lightning, and heard no thunder which is scarcely reconcilable with the supposition of lightning striking the boiler. Messrs. Weber and Shipp, persons residing near the place of accident, both of whom saw the explosion, agree likewise in the statement that there was no lightning at the time.

In the testimony collected by the committee. it will be found that the storm, which (as is ner, we now give those of the Committee, that most commonly the case with our thunder storms,) had come from the north-west, had passed off to the south-east, and was almost enurely over before the Richmond had left Reading, so that Mr. Ward had laid aside his outer coat. Mr. Spayd also asserts with confidence, that for some hours previous to, and after the explosion, there was no lightning to the north of Rending; he heard the explosion, and is sure there was no flash at the same moment. Messrs. Hiester, Herbst, Richardson, and Gruber, all testify to the san.e absence of lightning. evidence, therefore, alone is perfectly conclusive that the explosion was not due to the fact of the engine being struck with lightning.

But there is another cause, which, if we can suppose it to have been in action, is quite sufficient to account for all the effects observed. We allude to the rapid generation of steam of enormous tension, when water is suddenly brought into contact with a part of the boiler unduly heated. The agency of this cause is now so well understood, and its circumstances have already been so carefully investigated by a committee of the Franklin Institute, that we need say no more upon the subject, but proceed to inquire whether such a cause can be supposed to

It may be admitted that when the Richmond carefulness and sobriety was such as to forbid reached Reading at 7h. 18m. P. M., the boiler was filled with water as far as the upper cock, the valves: we have besides evidence that the which would give about thirty cubic feet of wathe safety valves.

In fact, a carefully conducted series of experiments, upon a very similar engine, tried and remum, evaporation per hour. While the average of a very extensive series of experiments, made by Mr. Nicofls, the superintendent of the road, with a number of different engines, while they vary very much from engine to engine, give about one hundred and fifteen embical feet per hour for engines running at ten miles per hour.

As the Richmond seems to have been engaged in shifting cars for about fifteen minutes before its start, and as the explosion took place about fifteen minutes after it left the depot, the very lowest of these estimates show that its evapora-tive power was amply sufficient to have reduced the water below the crown of the fire-box, provided the pumps did not work.

What then was the condition of the pumps ? It will be recollected that the pumps are beneath the cylinder, and that the pipe leading from the supply valves to the boiler passes between the cylinder and the boiler. All these arrangements are avowedly made for the purpose of keeping the pumps warm when in danger of freezing in cold weather.

That the pumps actually did not work perfectly, there is abundant proof. Thus Mr. Kirk. foreman of the Reading workshops, and Mr. Loeser, a clerk at the depot, both testify that Mr. Ward had several times told them that the pumps did not work well, and that they had given him much trouble.

Mr Yeager, the engineer of the freight train, which was immediately behind the Richmond when she exploded, testifies to Mr. McCahe's (the conductor's) statement, as to the cause of delay on the Saturday preceding, at the Mana-yunk tunnel, to which Patrick Nugent, a brukesman upon the train, also testifies; this is, moreover, confirmed by the statement of Mr. Simpson, at the time foreman of the workshops at Richmond, to one of the committee, that he did not see Mr. Ward upon Saturday evening, but that upon inquiring of another engineer, whose train had been behind, as to the cause of the detention, was old that the pumps of the Richmond had given out, and that Ward had to take them to pieces.

Mr. Day, also an engineer upon the road, testifies that Mr. Ward told him, some day of the tifies that Mr. Ward told him, some day of the one. Number of tons transported, 24.862, or estimated at about £500,000 currency. It is week preceding the accident, "that his pumps 49,724,739 lbs. Of this amount, 30,996,028 thought that immediate steps will be taken for worked badly, and that he never could start them without first unscrewing them, and lifting the caps." He also testifies that he passed the Richmond at Portsville, upon the day of the ac-cident, that Ward was then just starting, and was engaged in unscrewing the cap of his pump

norder to make it work.

Now all those who saw the explosion testify that the engine was running under a heavy head of steam.

Cowden, a brakesman, testifies that "she had a great head of steam, and was blowing it off at the time."

Weber, who was standing in his porch says, that "although not very familiar"

In this connexion it is not be forgotten that when found, to be pursued by torchlight. I the part of this line, between S well known to all conversant with engines, that one pump, when in action, is more than sufficient to supply the water was turned on to both the pump pipes of the tenter, whereas, it appears, from the testimony of Mr. Kirk, and the part of this line, between S that "although not very familiar"

Novogorod (180 versts), will be examined to supply the water was furned on to both the pump pipes of the tenter. When the part of this line, between S that "although not very familiar"

of the boiler is nine feet six inches, and the with engines, he could easily perceive that she The Harrisburg (Pa.) Telegraph says, Mr crown of the fire-box is eleven inches below this was working differently from what engines gene-line.) And the evaporation of the Richmond, rally work; that she had a very heavy head of Representatives on Tuesday, in the shape of a as calculated by the Messrs. Norris, from the steam, and was going fast, and that the appear-resolution calling upon the Canal Board for ceras calculated by the blesses. Norms, from the steam, and was going last, and the appearresolution cating upon the Canal Board for dedimensions of its cylinders, is 525 gallons, =84 24
cubical feet per hour, when running ten miles
she was able." Mr. Herbst declares that there produced, will lead to the discovery of some
per hour, with steam of one hundred pounds.
Was a heavy head of steam; and Mr. Gruber,
enormous robberies practised upon the
ComTo this may be added, according to the opinion who was standing with him, says that "it had monwealth of Pennsylvania. of Mr. Kirk, who has great practical experience high steam, was making a great noise, and was in these matters, at least fifteen per cent. additional, owing to the condition of the rails, and before." Now all this is easily accounted for, Now all this is easily accounted for, some additional quantity for the blowing off from if we suppose that, the night being exceedingly dark, when starting from Reading, Mr. Ward of the Railway Times: could not tell whether, or not, his pump was in action, the try-cock being nearly the length of Stockton and Darlington Railway have contractcorded long before this accident happened, gave the engine from him, and the noise of the empty ed to find locomotive power for the transport of eighty-seven cubic feet as a minimum, and one cars behind him preventing him from hearing coal and coke, on the Great North of England hundred and thirty-three chic feet as a maxi- the escape. The great increase of the head of Railway, at the extremely low rate of one-eighth steam would at length give him notice, although of a penny per ton per mile. I sometime ago not until the water had sunk considerably in the mentioned that the Midland was carrying coals boiler. If then he threw on the other pump, at three farthings, or six-eighths of a penny, and and this acted properly, he should have a sheet making a good profit. The present contract is of water suddenly rising, upon the overheated a fine illustration of the fact. surface of the crown-plate, and a condition of things existing exactly such as to give rise to a terrible and inevitable explosion.*

This view of the case seems, in the opinion of your committee, to be pointed out by all the circomstances, and suffices to account for all the phenomena which accompanied the explosion.

The committee, therefore, report that, in their opinion, the explosion of the locomotive Rich-did they get rid of it?" mond was probably caused by the sudden rise of water over the crown-plate of its fire-box, which had been laid bare by the defective action of the pumps, and had become unduly heated.

NEW HAVEN AND NORTHAMPTON CANAL. From the annual Report of this Company, just published, it appears that the receipts of the year tures to \$30,738 82. Of the receipts. \$10,935 13 were from tolls and rents on the Canal, and \$9,-043 83 from assessments on the stock and interest. The receipts are stated to have exceeded the expenses proper,-"the difference arising wholly from the increased and extraordinary re-

The only debt of the Company, except a small balance due to the Treasurer, is \$60,000, over bad roads, from participating in that which consists of 5 per cent. stock, payable in prosperity which the liberal policy of the Britanian prosperity which the liberal policy of the Britanian prosperity. 1854. The \$3000 received annually from the city of New Haven, is pledged, and regularly applied, to the payment of the interest on this indebtedness. To repay the balance due the recommended by the Engineer, it is proposed ing more than double that from the most western shares of stock among the principal stockholders, greatly to remove the feeling which is arising fixed by the charter, viz. \$300,000.

The business of the Canal the past year shows an increase of 20 per cent. over the preceding went up the Canal, and 18,728,711 down. The carrying the object into effect. amount cleared up and down at New Haven in 1844 was. Do. in 1843, -- 24.567.500

Increase, - - - - -- 9,050,963

The shurtness of the bridge bars would evidently transfer this strain from the surface of the crown-plate to the points in which they rested upon it, and thus determine the line of

We select the following articles and notices from late numbers of Herapath's Magazine, and

EXPENSE OF LOCOMOTIVE POWER .-

EXTRAORDINARY PASSAGE OF COAL .- I understand that the Stockton and Darlington Company have very recently carried over the Great North of England Railway into York, 8,000 tons of coal in 26 hours. Reckoning 24 tons to a wagon load, that would be 3,200 wagons, which, at 40 wagons to a train, would be 80 trains, or one train every 191 minutes. One may ask, " how

RAILWAY THROUGH THE EASTERN TOWN-SHIPS OF CANADA.—We learn from the Canadian papers brought by the " Hibernia," that the inhabitants of the eastern townships of Canada have been memorialising the Governor General on the subject of a railway in that district. It is considered that this line of road would not only have amounted to \$26,135 18, and the expendithat district of the Seigniories which used to be called "The Lower Garden of Canada," it would be of incalculable benefit to it, as well as to Montreal and the province at large. line is to be called the St. Lawrence and Atlantic Grand Junction Railway. The townpairs in consequence of extensive breaches in ships have a territory exceeding five millions October, 1843, caused by the great storm and of acres of available fertile land, and a population of fifty thousand souls, at present lation of fifty thousand souls, at present completely debarred by long land carriage, tish government is extending to other sections of Canada. This want of communication prevents the capabilities of the township lands as a grain growing country being developed, the cost Treasurer, and to make certain improvements of carriage of a bushel of wheat to Montreal beto apportion the 471 unsubscribed or forfeited district of Canada. Such a line would tend which would increase the capital to the limit among the Colonists-that they are alien as well to the French Canadians of Canada East as to the Anglo-Canadians of Canada West. A full survey of the line has been made, and its cost is estimated at about £500,000 currency. It is

RAILWAYS IN RUSSIA. - A letter from St. Pe-- 33.618.463 tersburg of Dec. 4, states that the Emperor, having ordered the Minister of the Interior, to urge on the works of the railroad between that city and Moscow, already commenced on the St. Petersburg side, a considerable number of additional workmen have been put on, and measures taken for the commencement of the works at the Moscow end. It is even said that the works are to be pursued by torchlight. In all probability, the part of this line, between St. Petersburg and Novogorod (180 versts), will be completed about

INCREASE OF RAILWAY TRAFFIC .- It appears to £352,090.

RAILROAD TRAFFIC .- The last weekly returns of 48 Railways 1,781 miles in length. The number of passengers on 34 railways, 267. 375. The receipts for passengers on 48 railways, £65,669; ditio for goods on 47 railways, £29.527; total £95,196. This is an average of £531 per mile per hour.

TRAFFIC BETWEEN FRANCE AND ENGLAND. for the week ending 5th December, 1844.

Boulogne and Folkestone, arrived 190, departed 151 Dover, 66 41 Ramsgate, London,

GREAT NORTHERN RAILWAY OF FRANCE. We observe from an advertisement, that in addition to the parties now before the public as candidates for leasing this line, the South-Eastern and Dover Company, united with individuals of the highest standing in France, will tender for the management of the French line.

GERMAN RAILWAY .- A line of railway has been commenced for connecting the Adriatic and Baltic Scas, It will extend from Kiel (Holstein) to Trieste. A distance of 58 miles, from Bresham to Leignitz, has already been opened.

PENNY-A-MILE SYSTEM. - Great success of the Penny-a-mile System on the Eastern Counties Railway .- The alteration made in the fares and accommodation of the Eastern Counties Railway has been attended with the greatest success. Already two large onmibuses and a coach have started in conjunction with the Company running from Ipswich to Colchester, and scarcely a day passes without every one of them being Mulhouse Railway is to be passed in the apfilled with passengers. In addition to these, a proaching session of the French Chamber and number of fast coaches run from Norwich and various other towns in the district, and it is anticipated a few weeks more will see others on the road. The inhabitants of Ipswich look upon this as a surprising change, and no wonder. when it is considered that only two coaches passed through the town some few years back. As the spring approaches, three or four more conveyances will be started; and seeing that the experience of the last six weeks justifies the belief that the passenger traffic will, before that time, have been nearly doubled, there can be little doubt they will turn out profitable speculations.

A LARGE ORDER .- We learn that the Birkenhead Warehousing Company have engaged by contract the partners of a celebrated brick-making firm of the south of England (who, we believe, made the bricks for the Eastern Counties Railway) for the supply, against the next summer, of 50,000,000 bricks, for the building of their warehouses on the southern margin of Wallasey Pool; and that within the last week 300 operative brickmakers have been sent from Kent to Birkenhead, and have already commenced operations .- Liverpool paper.

THE ELECTRICAL TELEGRAPH.—Some of the journals state that the Paris and Versailles Company (right bank) have agreed with Professor Wheatstone for the establishment of his system

however, have pleasure in elucidating any other over the Strasbourg and Baste Railway points on which our readers may desire further. It will also have the large goods traffic which information.

under the great disadvantage of both its termini Lancashire of France.) and Switzerland. being situated outside of the cities of Basle and Strasbourg, which rendered the use of conveybeen removed into the city itself; and the quescommunication in consequence of the various lines projected from it, or with which it is to be immediately connected. The whole of the railway direct from Paris to Strasbourg, is now de-half-yearly meeting of this Company several parts of it are already commenced. other line from Strasbourg to Mayence, parallel with the Rhine, is now intended by the government, in order to form a continuous railway communication with the Belgian lines, and thus to ranean, on the French side of the Rhine, (to per share on 2,409 shares) to £25,059 5s. 1d. prevent that traffic from going by the German railways on the other side of the Rhine.) by means of the Strasbourg and Basic, Mulhouse and Dijon. Paris and Lyons, Lyons and Avignon, and Avignon and Marseilles rallways, which will thus form the great unbroken chain from the north-east frontier of France to the Mediterranean. We stated last week, that the Dijon and Paris and Lyons Railway is in course of construction by the government, and that the Lyons and Avignon is to be soon commenced, and that the Avignon and Marseilles is leased to a powercompanies next year.

of electrical telegraph on the whole of their line. Strasbourg and Basle railroad; and as Stras- flaw in the copper, or a defect in rivetting the

STRASBOURG AND BASLE RAILWAY .- In con-bourg will, from the various lines projected, befrom Mr. Wills' share circular that the increase sequence of our remarks of last week relative come, in a railway sense, what it has always been from Mr. Wills' share circular that the increase sequence of our remarks of last week relative come, marginary sense, what has always been of traffic receipts on 24 railways, during the 22 to the above railway, we have received a num-with other modes of access and conveyance—weeks ending 30th ultimo, as compared with ber of inquiries, to which, as well as to those "the key of Germany"—there is no doubt that the corresponding period of last year, amounted to £352,090. We shall, many, Belgium, and Holland, will be conveyed

formation.

is carried on between Havre and the manufacturing districts of Mulliquise, Colmar, &c., (the

The progressive increase in the traffic and receipts which we noticed last week, has, fortuances indispensable, both for passengers and nately for the shareholders, been accompanied goods, from the towns to the stations, and thereby by a similar reduction in the working expenses deprived the railway of much of the neighboring of the company. The very gratifying result has traffic. Now, however, the Basic terminus has been, that the six months which terminated in September last of the present year showed an tion as to crossing the fortifications at Strasbourg increase of more than 80 per cent, in the net prohaving been satisfactorily settled, the other ter- fits, as compared with the corresponding period minus is likewise about to be placed within the of 1643. The shares have again risen this week. Total by Boulogne, pass. 694, horses 4, cars. 11
Total by Calais, 165, " 0 " 0
Corresponding week of 1843: by Boulogne, 673
passengers; by Calais, 165.

Total by Boulogne, pass. 694, horses 4, cars. 11
town itself. A large increase of traffic has nlready been the consequence at the Basle end of quest of many English holders of this stock, the
the line, and it will be still more productive at dividends will henceforth be made payable in
Strasbourg, from the very important position. which that place must occupy in the railway state that the Company has the line for a lease communication in consequence of the various of 99 years, and that the whole of it is now

> MONMOUTHSHIRE CANAL COMPANY. - At the half-yearly meeting of this Company last week, finitively settled by the French legislature and a dividend of £4 10s. per share, payable on the 31st December next, clear of the In-come Tax. By the published statement it appears that the nett proceeds for tonnage for the half-year ending September 30th, 1644, amount to £20,297 17s. 8d., and the various disburseconvey passengers and goods from Belgium and ments for the same period (including payment the north to Lyons, Marseilles, and the Mediter- of a dividend on the 30th of June last of £4 10s.

> Wooden RAILWAYS .- We learn from the Waterford Mail," that on Thursday week Mr. Bridges, the Secretary to the Waterford and Kilkenny Railway Company, delivered an interesting address on this subject to a numerous and respectable audience at Waterford. Mr. Bridges orged the great importance of railway communication in Ireland, and especially insisted on the necessity of economy in the conthat line will join that of Strasbourg and Basle at Mulhouse. We need hardly say, that the represented that more than double the capital requisite for the Waterford and Kilkenny line had been subscribed.

> FATAL EXPLOSION ON THE SOUTH-EASTERN ful company, and more than half made. The RAILWAY .- On Wednesday morning an accitwo former lines will certainly be also leased to dent occurred on the line, near the Bricklayers' Arms station, by which Robert Buckley, an en-The extent of traffic along this line, with so gine-driver, was killed on the spot, Aaron Wilimportant a centre of trade and manufactures as kinson, the stoker, received such extensive inju-Lyons, and with such a port as Marseilles for its ries that his recovery is considered impossible, terminus, is too well known to need comment; and several other persons were severely injured, but as many of our readers may not be aware of It appears that about twenty minutes after midthe extraordinary and continuing increase of night the goods' train destined for Dover left the commerce at Marseilles of late years, in con-station at the Bricklayers' Arms. Unfortunate-sequence of the great impulse which trade and ly, however, before the train and reached more general intercourse have received in the Medi-than half way to the junction of the wooden with terranean, from the improvement in Egypt, and the earth-raised line, and just as it had passed the overland communication with India, from the the timber-mill viaduct near the Blue Anchor-French colonization of Algiers, and from the road, the engine exploded with a report which changes in Turkey and Greece, and other danses, was heard for some miles distant. The engine we may add that the total tonnage of Marseilles leaped completely over the side of the railway, now amounts to nearly a million and half of tons and the tender broke through the latticed work per annum, which places it very far in advance forming the left side of the line, on the ground, of all the other French ports. The numerous a depth of nearly 18 feet. The intended jourpassengers and the large amount of goods (whe-ney of the engine (the "Forester,") was only ther for home consumption or sent in transit for the fourth it would have made. It was considother countries), that will use this great line of ered a very good one up to the time of the dis-railway communication, in going to or from the aster. What caused the explosion has not been South to the North-east, will thus pass over the yet ascertained. It is, we hear, attributed to a

casting of the fire box. The matter is undergoing a searching investigation by the Company's officers, and we understand General Pasley has reported to the Board of Trade.

TRAVELLING FOR LESS THAN A FARTHING PER MILE. The competition between the Forth and Clyde Canal Company and the Edinburgh Railway is so strong that the Canal Company are carrying passengers from Glasgow to Edinburgh, with profit, at less than a farthing a mile! Since the reduction of fares by the Canal Company, about a year ago, the increase of passongers nearly exceeds 235 per cent. upon the day through passenger trade and 209 per cent. by the night boats. The last half-yearly report further states that all this has been accomplished "at an extra expense not exceeding £30"-Glasgow Post.

STUPENDOUS BRIDGE.—Messrs. Bury & Co., of Liverpool, engineers, have been commissioned by the Emperor of Russia to supply the iron-work of an iron bridge, to cross the Neva at St. Petersburgh, as a substitute for the present bridge of toats. It will be 1078 feet long; there will be seven arches, and the centre one will be 156 feet span; there will be a swivel-bridge, 70 feet wide, to allow the passage of ships, the bridge itself being of small altitude; the carriage and pathways will be, together, 70 feet.

THE IRON TRADE.—We are glad to perceive a marked and steady improvement in this branch of trade. We learn that the Great North of England Railway Company's contract for 6000 350 tons 2 by 15 ft. in length weighing 4 68 tons of rails was taken by the Bistiopwearmouth Iron Company, at Sunderland, and Messrs. Bolckow and Vaughan, of Middlesbro' Iron Works, at \$7 15s. per ton, which is a considerable advance on the last quotations.

THE "PHENIX" WAR STEAMER .- This to. frigate was towed down to the East India Docks ments, or incorporated companies. on Wednesday last, for the purpose of having her machinery completed. Her burden is 820 tons-her power 260 horses-and her armament two pivot guns and ten caronades. She has been fitted with a new pair of vibrating engines, similar in every respect to those last year applied to lar in every respect to those last year applied to the Wheels, viz. 30, 30, 30, 42, 42, the Admiralty yacht. Black Engle, tubular boilers, and Mr. Steinman's patent submarine propeller, which may be briefly described as two peller, which may be briefly described as two radiating helical blades set each upon an arm, 13 feet 2 and advancing from an angle of 30° to an angle diameter. of 45°. Its number of revolutions per minute will be 55 only, which is 57 less than that last tried in her majesty's steamer Rauler, and its diameter is 12 feet. The engineers employed in fitting her are Messrs. Penn & Son, and Messrs. F. C. Cristy & Co.

TESTING OF THE LATTICE BRIDGE (SPAN 144ft. 6in.) OVER THE ROYAL CANAL, ON THE DUBLIN AND DROGHEDA RAILWAY .- On Friday an interesting experiment was made of the capabilities of this bridge, which, our readers will recollect, was constructed at the Drogheda Iron-Works. After taking out all the wedges under the two west beams, by running one engine and three carriages across three times, the greatest deflection was two-tenths of an inch. and each time the bridge resumed its original position. At 1 o'clock, P. M., the bridge was again tested by running a coupled engine across, the weight of the tender, eight carriages, and three trucks, averaging from eighty to ninety tons. This train of carriages and engine was allowed to stand upon the bridge until Mr. Hamilton, Sir J. Macneill, and Mr. M. Cormick. measured the deflection, which was two-tenths of an inch, and when the train moved off the at a fixed price, delivered in the United States. bridge it resumed its original position .- Drogheda Conservative.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

John S. Darcy, Esq., President.

J. P. Jackson, Esq., Secretary.

TRANSPORTATION COMPANY.

Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.

J. Worthington, Esq., Treasurer.

Leave New York, foot of	DAILY		SUNI	DAY.
Corutland street,	A. M.	P. M.	A. M.	P. M.
For Newark	9, 11, 12 9, 11	2, 3, 43-4, 6, 71-2 2, 3, 43-4, 6	9	4 3-4
" Rahway	9, 11	3, 43-4, 6		
Leave		the second second second second second	,	
New Brunswick	6, 71-2, 111-2	8 3-4	11 1-2	8 1-2
Rahway	63-4. 7. 81-4. 12	4 3-4. 9 1-4		
Elizabethtown	7, 71-2, 81-2, 101-2, 12	3 1-2. 5		
Newark For New York.	7 1-2, 8 1-4, 9, 11	11.2, 4, 51-2, 7, 93-4	11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES. .

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick.
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			91-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark Elizabethtown	9 1-4	25	i		5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50	22 1-2	50	1634	50	11 3-4	37 1-2		

RAILWAY IRON, LOCOMOTIVES. Etc. The subscribers offer the following articles for sale :

Railway Iron, flat bars, with countersunk

lbs. per ft. holes and mitred joints. 280 " 2 " 70 " 11 " 56 80 " 14 " 44 " 90 " 1 " with spikes and splicing plates adapted there

To be sold free of duty to State govern-

Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires. wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, improvements in the construction of rails, mode of

Chains for inclined planes, short and stay

made from New Zealand wax.

Also-Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO. No. 4 South Front st. Philadelphia, Pa.

RAILROAD IRON & FIXTURES. The subscribers are ready to execute orders for the above, or to contract therefor,

DAVIS, BROOKS, & CO, 21 Broad st., N. Y.

R. F. LIVINGS FOLK,
Hudson, New York. Re
Casey, 23 Chambers st., N. Y. F. LIVINGSTON, Civil Engineer Refer to W. R

SAMUEL NOTT, Civil Engineer, Surveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory 3.50 and Mill Sites, Towns, Farms, Wild Land, etc, etc., surveyed. Plans and Estimates for 126 Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES. . Col. James F. Baldwin and Col. J. M. Fes senden, Civil Engineers, Boston; Wm. Parker Esq. Engineer and Superintendent Boston and Worcester railroad.

MUSHMAN'S COMPOUND IRON RAILS. etc. The Subscriber having made important 13 feet 21, 23, 3, 33, 34, 31, and 33 inches terested in the works to which the same relate. Companies reconstructing their tracks now have an op-portunity of *improving* their roads on terms very ad-vantageous to the varied interests connected with

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be construct-

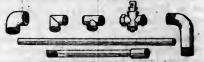
ed under his advice or personal supervision. Applications must be post paid. O RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE

PASCAL IRON WORKS.

ENGINES AND BOILERS.

WELDED WROUGHT IRON TUBES

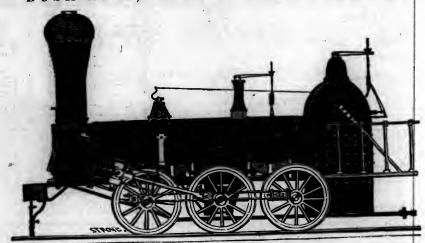
From 4 inches to 1 in catibre and 2 to 12 feet lon capable of sustaining pressure from 400 to 2500 lb per square inch, with Stop Cocks, T. L. ar other fixtures to swit, fitting together, with score joints, suitable for STEAM, WATER, GAS, and fixting together to the company of the company of



Manufactured and for sale by MORRIS, TASKER & MORRIS.
archouse S. E. Corner of Third & Walnut Streets PHILADELPHIA.

NORRIS' LOCOMOTIVE WORKS,

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 in	ches Dia	meter of	Cylinde	er, X	20	inches	Stroke
44		14		. 86			24		66
66	3,	141	66	46	66	×	20	16	66
66		121	66	44	66	×	20	68	66
44	5,	113	33	66	44	×	20	66	66
ee		101	66	66	66	×	18	66	"

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—MORNING LINE.

The Train carrying the United States Mail leaves Pratt atreet Depôt daily (except Sundaya,) at 2 o'clock, A. M.

Passengers arrive in Philadelphia at about 33 o'clock, and in full dime for the evening lines for New York.

Evening Mail Line to Philadelphia per Railroad
The Evening Mail Train for Philadelphia per Railroad
The Evening Mail Train for Philadelphia, leaves the Pratt street Depôt, daily at 8 o'clock P. M. through in seven hours.
The return Trains leave Philadelphia respectively at 8 A.

M. and 4 o'clock P. M., and reach Baltimore at 23 and 11 o'clock, P. M.

Freight to or from Philadelphia, taken daily (except Sundays) from President atreet Depôt, at 50 cents per 100 lbs.

Jal A. CRAWFORD, Agent.

WASHINGTON BRANCH RAILROAD.

WASHINGTON BRANCH RAILROAD.
In consequence of the adoption of a new schedule by the Post Office Department, the Fratus on this road will go into effect this day, viz:
The Train that has hitherto left Ballimore at 2 o'clock, A.
M. will now leave on the arrival of the Cars from the East, at or about 11? P. M. and the departure of the evening train from Washington for this city, will be at 5\frac{1}{2} instead of 4 o'clock, as at present. By order,

D. J. FOLEY, Agent. jul

BALTIMORE AND OHIO RAILROAD

Hours of departure of the Passenger
Trains on the "Main Stem" and "Washington Branch" of the Baltimore and
Ohio Kainoad, 30 March, 1844:

"Main Stem," Westward'y.

For Cumberland, Hancock, Martinaburg, Harper's Ferry,
Winchester, Frederick, Ellicot'a Mills, and Intermediate de
pots by the regular train, daily, at 7½ o'clock, a. m.

For Frederick and intermediate atations, by extra train,
daily, except Sunday, at 4. p. m.

Eastwardly.

From Cumberland, daily, regular train, at 8, a. m.

"Hancock, do. do. 10½, a. m.

"Martinaburg, do. do. 10½, a. m.

"Martinaburg, do. do. 11½, a. m.

"Harper's Ferry,
"Frederick, haily, except Sunday extra train, 8, a. m.

"Harper's Ferry,
"Frederick, haily, except Sunday extra train, 8, a. m.

"Ellicott's Mailla, daily, by several trains, at 7½, a. m.

12, m. and 4½, p. m.

Fare in either direction between Baltimore and Cumberland
\$7, and for Intermediate distances at the uniform rate of 4
conta per mile.

Through tickels are issued between Baltimore and Wheeling, respectively, \$11; between Baltimore and Pittsburg, \$10;
between Philadelphis and Wheeling, \$13.

Jal By order, D. J. FOLEY. Agent.

PITCH BURG RAIL ROAD.

OPEN TO ACTON.

Passenger Trains will run as follows:
Leave Charlestown at 8 A. M. and 1 and
4 P. M. Leave West Acton at 7:36 and
10 51 A.M., sud 56 P. M.
Stages, on the arrival of the first Train of Cars at Acton,
leave daily (Sundaya excepted) for Lityleton, Groton, Townsend, Lunenburg, Fitchlurg, Ashburnham, Winchedun,
Westminster, South Gardner, Templeton, Fhillipston, Athol,
Mass.; Fitzwilliam, Troy, Swansey, Keene, Walpole,
Charlestown, N. H.; Chester, Vindsor, Woodelock, Rutland, Middlebury, Royalton, Montpeher, and Burlington, Vt.
For in orther information, apply to THOMAS A. STAPLES, No. 26 Hanover at., or L. HIGELOW, No. 11 Elm st.,
Buston, Passengers leaving their names at the above offices,
will be shipplied with Railroad and Siage tickets, and conveyed to the Flichburg Railroad Det-5t. free of charge.

Coaches will be at the Dept in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city.

S. M. FELTON, Engineer.

BOSTON AND PROVIDENCE RAILROAD
PASSINGER NOTICE.—Winter Arrangement.—To commence Monday, November 4.
On and after Monday, Nov. 4, the Passenger Trains will run as follows:
For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Tnesday, Ttursday and Saturday.
For New York—Morning Line, via Long Island Railroad—Leave Boston at 8 A. M. on Monday, Weinesslay and Friday.
Boston, Providence, Tunnton, New Bedford and Woy Trains.

Leave Boston at 8 A. M. on Monday, Weinesslay and Friday.
Boston, Providence, Turnton, New Bedford and Way Trains.
Leave Boston at 8 A. M., and 3 P. M.; and Providence at b
A. M. and 3 P. M.

"Taunton at 8 A. M. sni 3 P. M.

"New Bedford, at 7 A. M. and 2 P. M.

Dedhom Trains.

Leave Boston at 9 A. M.—3 P. M., 54 P. M.

Detham at 7 50 A. M., 10 A. M., 4 P. M.

All baggage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sup't.

LONG ISLAND RAILROAD COMPANY.

Trains run as follows, commencing November 1st, 184:

Leave Brooklynat 8, a.m. (74 New York stopping at Farmingdale and St. George's Manor.

Leave Brooklyn at 92, a.m. for Hicksville and intermediate places, daily; and on Tuesdaya, Thursdays and Saturdays, through to Greenport and intermediate places.

Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily; and so a tuesdaya, Thursdays and Saturdays, through to Greenport and intermediate places.

Leave Greenport for Brooklyn and on Saturdays to Suffolk Station. LONG ISLAND RAILROAD COMPANY.

Station.

Leave Greenport for Brooklyn, Boston Train, at 1, p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at St. George's Macor and Parmingulale.

Leave Greenport at 99, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays,

and Fridays.

Leave Hickaville for Brooklyn and intermediate places, daily, Sundays excepted, at 7, a. m. and 12, p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and Intermediate places, at

9. a. m.
Leave Brooklyn at 4½, p. m. for Jamaica.
Leave Hicksville at 2½, p. m. for Brooklyn.
Leave Jamaica at 8. a. m. for Brooklyn.
Leave Jamaica at 3½, p. n. for Brooklyn.

ial

FOR ALBANY AND BOSTON,
Via New Haven, Hartford, Springfield, and Western Railroads.
Composed of the following steamers.
NEW CHAMPION. Capt. Isone; GLOBE,
Capt. R. Peck; NEW YORK, Caps.
One of which will leave New York, from Peck Slip, daily,
(Suddaya excepted,) at 6§ o'clock.
Fare to Buston.

Railroad Cars leave immediately on the arrival of the
above steamers at New Haven, and taking passengers through
to Albany and Boston the same afternoon.
The steamboat BELLE, Capt. Roath, will leave New York
every Monday, Wednesday, and Saturday afternoon at 4
o'clock.
N. B. Preight for Albany Surjusfield.

o'clock.
N. B.—Freight for Albany, Springfield, and infermediate places taken by this line at low rates.
For further information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Corlies, 283 Pearl street.

NEW YORK AND ERIE RAILROAD.
On and after Monday, December 2d, cuntil further notice, the steamboat will leave the foot of Duane street every murning, Sundays excepted, at 8 o'clinck, for passengers, and every afternoon at 30 clock, for freight and passengers.
Returning, the cars will leave Middletown at 6½, a. m. and 34. p. m.

Stages for the West, leave Middletown upon the arrival of

Stages for the West, that any the morning cars, from the city.

Freight received from 9 o'clock, a. m. to 2½ o'clock, p. m. For further particulers inquire of the Captain, on board, or of J. Van Rensselaer, Agent, cor. Duane and West streets.

July C. SEYMOUR, Superimendent.

TRAVELLERS' RAILROAD DIRECTORY.

RAINS LEAVE		FOR	DY "RAILROAD	DAYS.	A. M.	P. M.	MILES.	FAR
oston :	Portland		Boston and Maine,	Daily,	71,		109	\$3 0
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AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY.

AND MINES.



ESTABLISHED 1831.



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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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NICOLL'S PATENT SAFETY SWITCH FOR RAIL

TICOLL'S PATENT SAFETY SWITCH FOR RAIL. road Turnouts.

This invention, for sometime in successful operation on one of the principal railroads in the country, effectively prevents engines and their trains from running off the track at a switch, left wrong by accident or design. It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them. It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two-Rails; the latter, even if much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

Jan. 1, 1845.

TO IRON MANUFACTURERS.

The subscribers as Agents of Mr. Geo. Crane of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and helding as assignment of the patent obtained by the late Rev. F. W. Geissenlainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.

No. 4 South Front street, Philadelphia, Pa.

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VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker street, containing 68,497 square feet, with the following build-

street, containing 68,497 square feet, with the following buildings thereon standing.

Main Brick Building, 120 feet long, by 46 feet wide, two stories high A Machine Shop, 47,43, with large Engine, Face, Screw, and other Lathes, suitable to do any kind of work.

Pattern Shop, 35x32 feet, with Lathes. Work Benches, &c. Work Shop, 86x35 feet, on the same floor with the pattern

Work Shop, 86x35 feet, on the same floor with the patternshop.

Force Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums, Pulleys, &c., large and small Trip Hammers, Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Buikling, 60x454 feet, two stories high, with a shed part 45½x20 feet, containing a large Air Furnace, Cupalo, Crane and Corn Oven.

Store House—a range of Buiklings for Storage etc., 200 feet long by 20 wide.

Locomotive Shop, adjuining Main Building, fronting on Parker street, 54x25 feet.

Also—A Lot of Land on the Canal, west side of Farker st., containing 6000 feet, with the following buildings thereon standing:

Bales with Shop, 49 feet long by 30 feet wide, two stories.
Blacksmith Shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphis.

MACHINE WORKS OF ROGERS, RETCHUM & GROS-tre Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the num-ber of hands employed being lare, they are enabled to ex-ecute both large and small orders with promptness and des-patch.

patch.

Railroad Work

Locemotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tires; Car Wheels of cast iron, from a variety of systems, and Chills; Car Wheels of cast iron with wrought Tires; Axles of best American refined iron; Springs; Boxes and Bolts for Cars.

Cotton, Wool and Plax Machinery
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Tools of all kinds; Iron and Prass Castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. or 60 Wall street, N. Y.

MESSRS EDITORS:—As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore

days since on the Philadelphia, Wilmington and Baltimore Railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) hall passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington.

Delavare, Sept. 28, 1840.

The undersigned take pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for milroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this Invention been used, serious accidents must have occurred.

in such the cars have do not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the

country.

JOHN PRAZER. Agent,
GEORGE CRAIG. Superiotendant.
JAMES ELLIOTT, Sup't Motive Power,
W. L. ASHMEAD, Agent.
A model of the above improvement is to be seen at the N.
Jersey Railroad and Transportation Office, No. 1 Hanover st.,
New York.

TO RAH.ROAD COMPANIES AND MANUFACTUR. ERS OF RAILROAD MACHINERY.—The subscribers have for sale American and Egglish Bar Iron, of all sizes; English Blister, Cast, Shear and Spring Steel; Juniatia Rods; Car Axles, made of double refined iron; Sheet and Boiler Iron, cut to pattern; Tiers for Locomotive Engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article.

and double refined B. O. iron; the latter in very superior article.

The Tires are made by Messra Baldwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed. When the exact dismeter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turnlog them out inside.

THOMAS & EDMUND GEORGE,

K. E. corner 12th and Market streets, Philadelphia, Pa. jal

by the undersigned.

extensively used during the last year on both when required, superintend their execution. the excellence of the material always used in passenger and freight engines, and have been brought to such a state of perfection that no with correct maps and descriptions of the for railroads and other purposes in this counannovance from sparks or dust from the chim-same; and examine and report on the best try, the manufacturers have no hesitation in ney of engines on which they are used, is mode of rendering them productive by drain- warranting them fully equal to the best spikes experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, hood of Bituminous Coal and Iron Ore, of smoke and sparks, passing through the chim-ney, and by the centrifugal force thus acquired Pa. This is the nearest point to tide water by the sparks and dust, they are separated where such coal and ore are found together, from the smoke and steam, and thrown into and the communication is complete with Philan outer chamber of the chimney through adelphia and Baltimore by canals and rail-openings near its top, from whence they fall ways. The interest on the cost of water by their own gravity, to the bottom of this power and lot is all that will be required for chamber; the smoke and steam passing off many years; the coal will not cost more than at the top of the chimney through a capa- \$1 to \$1 25 at the mill sites, without any cious and unobstructed passage, thus arrest-trouble on the part of the manufacturer; rich ing the sparks without imparing the power iron ore may be laid down still more cheaply activity of the fire in the furnace.

durable and next in appearance. They are lets, descriptive of the property, and further now in use on the following roads, to the information, apply to Archibald McIntyre, managers and other officers of which we are Albany, to Archibald Robertson, Philadel horizontal angles. Town clocks, with dead at liberty to refer those who may desire to phin, or to the undersigned, at No. 23 Cham-

gard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superin tendant Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Phiadelphia, Reading and Pottsville railroad, Reading, Pa.; W. E. Factory keeps constantly for sale a very ex-Morris, pres't Philadelphia, Germantown and tensive assortment of wrought Spikes and Norristown railroad company, Philadelphia; The subscriber's Patent Machinery, which after five years' successful operation, and now the Works, situated in the town of Newcaston, S. C. and C. railroad comp'y, Charles almost universal use in the United States (as ton, S. C. W. C. Walker, agent Vicksburg well as England, where the subscriber ob. Jack screws, Wrought iron work and Brass and Vicksburg well as England, where the subscriber ob. and Jackson railroad, Vicksburg, Miss.; R. tained a patent,) are found superior to any S. Van Rensselaer, engineer and sup't Hart- ever offered in market. ford and N. Haven railroad; W. R. M'Kee. pres't Central railroad co., Savannah, Ga.: J. D. Gray, sup't Macon railroad, Macon, common spikes made by the hammer. Gi.; J. H. Cleveland, sup't Southern r. road Mouroe, Mich.; M. F. Chittenden, sup't M. N. Y., will be punctually attended to. P. Central railroad, Detroit, Mich.; G. B. HENRY BURDEN, Ag Fisk, president Long Island railroad, Brook-

promptly executed.

French & Baird. N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Ph la lelphia Pa., April 6, 1814.

ing, mines, quarries, water power, roads, bridges. wharves, etc.

To tron masters—for sale. Mill Sites in the immediate neighboroffer remarkable advantages to practical man-These chimneys and arresters are simple, ufacturers with small capital. For pamphspecimens of the coal and ore.

W. R. CASEY, Civil Engineer, No. 23 Chambers st., N. Y.

PATENT RAILROAD, SHIP AND Boat Spikes. The Troy Iron and Nail

mington, Del.; J. O. Sterns, sup't Elizabeth spikes made at the above named Factory—town and Somerville railroad; R. R. Cuyler, for which purpose they are found invaluable, as their adhesion is more than double any

All orders directed to the Agent, Troy.

HENRY BURDEN, Agent. Spikes are kept for sale, at Factory prices

as the subscriber is desirous of extending the the quality warranted. Address manufacturing so as to keep pace with the daily increasing demand for his spikes.

TO THOSE INTERESTED in Rail- W. R. CASEY, CIVIL ENGINEER, PATENT Hammered Railroad, Ship and roads. Railroad Directors and Mana. W. No. 23 Chambers street, New York, Post Spikes. The Albany Iron and gers are respectfully invited to examine an will make Surveys, Estimates of Cost and Nail Works have always on hand, of their improved Spark Arrester, recently patented Reports for Railways, Canals, Roads, Docks, own manufacture, a large assortment of rail-Wharves, Dams and Bridges of every de road, ship and boat spikes, from 2 to 12 inches Our improved Spark Arresters have been scription, with Plans and Specifications, and in length, and of any form of head. From He will also make Surveys of Estates, their manufacture, and their very general use in market, both as to quality and appearance. All orders addressed to the subscribers at the works, will be promptly executed.

JNO. F. WINSLOW, Agent Albany Iron and Nail Works.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York ; Jas. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ANDREW MENELLY'S Manufactur-A ing Establishment, West Troy, Albany County, New York. The subscriber manufactures and keeps constantly on hand Theodolites, Transit instruments, Levels, etc., of the most approved construction. He would of the engine by diminishing the draught or at the works; and, taken together, these sites invite the attention of surveyors to his Improved Compass, which is almost equal to a Theodolite, inasmuch as angles can be taken without the needle. Angles of elevation can be taken with precisely the same accuracy as beat escapements, warranted to perform in purchase or obtain further information in re- bers street, New York, where may be seen the best manner, and keep correct time. He still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to them cast iron yokes, ready to hang. Also stramboat and factory bells, of all sizes, constantly on hand: and copper and brass castings of every description made to order.

and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of Railroad companies may be supplied with every description; Cast wheels (chilled) of sup't Lexington and Ohio railroad, Lexing Spikes having countersink heads suitable to any pattern and size, with Axles fitted, also ton, Ky.; T. L. Smith, supt N. Jersey railroad trans. co.; J. Elliott sup't motive power
Philadelphia and Wilmington railroad, Wilgress in the United States are fastened with scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

PRING STEEL for Locomotives, Tenders and Cars. The Subscriber is enby I. & J. Townsend, Albany, and the prin gaged in manufacturing Spring Steel from 11 Orders for these Chimneys and Arresters, cipal Iron merchants in Albany and Troy; to 6 inches in width, and of any thickness readdressed to the subscribers, or to Messrs J. I. Brower, 222 Water street, New York; quired: large quantities are yearly furnished Baldwin and Whitney, of this city, will be A. M. Jones, Philadelphia; T. Janviers, Bal- for railroad purposes, and wherever used, its timore; Degrand & Smith, Boston.

Railroad Companies would do well to ment being large, can execute orders with great promptitude, at reasonable prices, and Address.

JOHN F. WINSLOW, Agent, Albany Iron and Nail Works, Troy, N. Y.

PROPOSED RAILROAD BETWEEN CAIRO AND SUEZ.

A canal across the Isthmus of Suez is now in project. Some good communication is required there, and the following extract from the Report of M. Galloway, C. E., will show the difficulties in the way of a canal:

" I started from Suez on the 10th of March. 1844, and six miles from that place fell in with the remains of what is called the ancient canal, which extends about nine miles, but beyond that nothing whatever is visible. I directed my course to Sheik Anedik, occasionally diverging from right to left, and so on to the Bir El Arrass and the Bir El Dowedar, all of which appear on the man; and when within sight of the bay of Tineh I could not approach it, owing to the land being very swampy. Having achieved all I sought for-viz.. an examination of the different lines projected, I retraced my steps into the El Arish road, and skirted the Desert up to Salich, and near to Belbeis, where I turned off across the country, and joined Moses' Canal at Zag-Zig, thence proceeded into the Damietta branch of the Nile round the head of the Delta, and down the Rosetta branch to Atfé. The direct line proposed by Captain Veitch is impracticable, inasinuch as it presents overwhelming difficulties of sand mountains, besides very high and low levels. The second line proposed would also be attended with similar obstructions; and the third, that of uniting the Lake of Menzelah with the Bitter Lakes and the Mediterranean, is equally impracticable, inasmuch as they are mere marshes. Indeed, after paying due attention to the possibility of finding a suitable line for a canal, I confess I gave up the project as a hopeless one. Starting from Suez, where there would be considerable work to form into deep water an approach from the shore, and vicwing the immense work to form an artificial port and channel into deep water seaward at Tineh, or any part of its neighbourhood, as well as the variable levels and marshy land for several miles before reaching it, I have come to the conclusion of its being an impracticable affair; one in which millions may be spent in the attempt to effect it, while in the end it must be abandoned. What may have existed in the time of the ancients I know not, but my own eyes convince me if any canal of importance was ever used, the land must have undergone a material change, and what was available then is by this change rendered impracticable now. I am therefore disposed to look upon the Report of the French in the town of Salina, during the year 1844, of Commission with vast suspicion, and more particularly when I see their fellow-countrymen resident in Egypt following up the same ideas on most erroneous data.

"Last year Solimon Pacha and Galice Bey, (both French military officers in the service of over the ground, and forgetting that it only formleast difficult. It is really amusing to read some them the pain of being severely animadverted upon. I have been over the Caledonian Canal, and I am well acquainted with its construction, and the difficulties Mr. Telford had with it, which, if I recollect right, cost the country above a million sterling. Judging from that parallel 000 bushels. case, this work would cost treble as much-a

Nile, and then across the Desert. In a word, the difficulties are so great, that I could fill a volume in narrating them."

MANUFACTURE OF SALT IN NEW YORK,

Our readers at a distance will suppose that we are "running off the track,"-some may even go so far as to allude to a certain river only too well known by many, but the fact is, that the sovereign State of New York, besides her immense forwarding business, and her extensive manufactures carried on by convicts, has also embarked in the manufacture of salt, and, by way of increasing the production of this necessary of life, has allowed a bounty in the shape of a drawback in the canal tolls for salt delivered at certain places named in the act of 13th April,

A duty of about 6 cents per bushel is or was imposed by the State, and to counteract the injurious effects of such excise, no toll was charged on fire-wood transported on the canals to the salt works. A large portion of this fuel was carried on the Oswego Canal, the tolls of which were thus kept down-a policy in high favor with the State authorities generally. What with the duty, the bounty, the remission of tolls on fire-wood, and the general supervision of an agent of unexceptionable politics, the actual state of the manufacture of salt in New-York is a riddle which we have not time to solve.

The average quantity imported into the United States is about six millions of bushels. The superintendent says in his Report:

There have been manufactured and inspected

Common or fine salt, 3,358,240 bushels. Coarse or solar salt, -332,418 do Ground or dairy salt, - 312,896

Total, - - - 4,003,554 do Being an increase over 1843, of 876,054; over the Pacha,) visited the remains of the ancient 1842, of 1,711,651 bushels; and over any pre-canal near Suez, and pronounced the feasibility vious year of 662,785 bushels. It will be perof establishing the whole line, without going ceived, by examining the table hereunto annexed marked A., that the increase has been princied one-twentieth part of the line, and that the pally at distant points, where a bounty is paid least difficult. It is really amusing to read some under the act passed April the 18th. 1843. The of the remarks contained in the recently published above increases may be attributed principally to pamphlets, and it is fortunate for the authors that the operations of the above law. Should it exploits is so far off to save pire by its own limitation, and the same rate of Connersville and Cambridge city has been let duty and tolls be imposed that was levied pre-vious to its passage, no doubt is entertained that the amount which will be manufactured in 1845. will fall short of 3.000,000 bushels, but if re-en-per annum, payable half yearly. This contract acted we think the amount will exceed 4,50p,-dispels all doubt of the early completion of the

The operations of the act of the 18th April. sum which would be independent of the additional 1843, entitled "an act to increase the revenues line above Brookville, regiain unpaid, but the cost of he artificial harbour in the Mediterranean, of the State by extending the market for salt, whole liability on such accounts are not expect-which ought to hold many sail, and of the chan-coal and lead," have realized the most sanguine ed to exceed 30,000 dollars.—Cin. Gaz.

lnel, which must be run from the canal at least expectations of those who solicited its passage six miles out. The work has also to be formed not only in opening new markets for our salt, in a desert, and therefore, all the supplies must but also in securing for the State an increased be sent from Cairo. If any parties are really amount of revenues. Its passage was urged serious about this project, their best plan would upon the Legislature on the ground that it was be, as a preliminary, to form the Suez railroad, the only method that could be adopted to give so that they could convey the supplies and ma-teriel, of which there is none along the whole coast, or in the district of the proposed canal; heavy duty imposed by the State, without diand I am not aware that any stone fit for such a minishing its revenues. One of the principal work can be obtained, except from Upper Egypt, objections urged against its passage was that it which of course must be conveyed down the would materially lessen the revenues of the Nile, and then across the Desert. In a word, State derived from salt. But we think the result has most conclusively shown that these apprehensions were unfounded. The revenues to the State the past year in salt duties, and tolls for transporting it upon the canals, is greater in amount than has been realized in any one year since the duties were reduced to six cents per bushel, with the exception of 1841, in which year there was a large surplus manufactured which entered into the consumption of 1842. Whatever the State may have lost in salt duties, it has more than realized in canal tolls. Previous to the passage of the law under consideration, the manufacturers were almost entirely excluded from the eastern markets.

WHITE WATER VALLEY CANAL COMPANY.

We have before us the semi-annual Report made to the White Water Valley Canal Company on the 1st of Jan. 1845, from which it ap-

That of the \$432,000 stock subscribed, \$261,-076 have been paid up, leaving unpaid only \$170,923. A majority of the stockholders, in order to complete the work, have pledged themselves to pay two instalments annually, on the 1st of March and Sept., thus completing their payments in 5 instead of 10 years allowed by the terms of subscription. This effort and the arrangements made with Mr. Vallett, it is supposed, will secure the completion of the canal the coming year.

The revenues of the company consist of Tolls collected at Harrison, - - \$1493:75 at Lawrenceburgh, 135:90 at Brookville, 9759-10 Water tolls collected, -1354:57

\$5743:32

Deduct expenses collecting, 396:09 repairs, - 4773:51 do

The repairs last year were thorough, and made expensive by wet weather and freshets. Notwithstanding the delay of this the tolls show an increased sum received from that source for the last over that of any previous six months of \$529.

Up to the present time the cost of construction amounts to 250,258: 77 dollars, of which 61,475:01 has been worked out in payment of Stock.

The means of the company consisting, besides the canal, of real state, debts due, is estimated at 512,758 dollars, and their liabilities of

whole work to Cambridge.

The claims for damages for land, &c., on the

ILLINOIS CANAL.

The Report of the Illinois Canal Commissioners statés the actual cost of the Illinois Canal thus far to be as follows: Sum actually disbursed, \$5,039,248

Liabilities of the Canal, 1,063,945

Cost of the Canal at this time, 1,600,000 Sum required to complete ti, -

Cost when complete under the new law, - - - - - -

The present canal debt of the State is given as follows

Scrip and interest to Dec. 1st.,

Total, - - - - -

\$411,046 57 1844, - -Debt not bearing interest, 301,678 70 Ninety day checks, - -316 00 86,692 37 Due contractors, -Damages on private property, 23,587 96 Scrip issued to Gov. Ford in payment of damages to contractors, -226.353 72 Interest due upon the same to Nov. 1st, 1844, - - -14,000 00

NATIONAL RAILROAD, CONNECTING THE ATLANTIC AND PACIFIC.

We give a few extracts from the Memorialwho has recently returned from China, praying

cific Ocean."

the Potomac, connect directly with the waters of 75 to 80 per cent. on the invoice price in Eng-which, with the bridge or edge pattern, is equivathe great lakes. That there is a chain of rail-land, did not enter into the original estimate of lent to \$2.030 additional cost per mile, for the roads in projection and being built, from New-cost, and the necessity of providing in cash for road; while that state has saved this amount in York to the southern shores of Lake Michigan, this unexpected tax, has retarded the completion the cost of roads, which have imparted to her the crossing all the veins of communication to the of roads in which the public cannot but feel a ocean, through all the states south and east of deep interest. The prayer of the memorialists the Ohio River, producing commercial, po-seems to have been responded to in a bill introlitical, and national results and benefits, which duced by Mr. Phænix, and which would no

tains to the Pacific Ocean, and that he finds such saved in the construction of their public works, railroad law of New Hampshire as a part of its be incalculable—far beyond the imagination of man to estimate. To the interior of our wide-spread country, it would be as the heart is to the sition by the assertion, that rail iron could be human body. It would, when all completed, supplied as cheap in the country as it could be cross all the mighty rivers and streams which imported. Several of the gentlemen who made hill, and Abel Underwood, Wels River, who, tance of more than three thousand miles."

vast region of country, so far as the lambs may have fulfilled an obligation to the Baltimore and be found suited to cultivation, with an industri-Ohio Railroad for a supply they need. ous and frugal people; thus, in a comparatively Before a late importation of iron was ordered short space of time, accomplishing what would by the Georgia Railroad Company, an agent

tate to us.

represent to your honorable body, that, from an manufacturing the rails. It would seem, thereestimate as near accurate as can be made short fore, that the railroads now under construction of an actual survey, the cost of said road, to be must be suspended until the American manu-built in a safe, good, and substantial manner, facturer can receive a tempting offer, sufficient will be about \$50,000,000; and as the road can- to justify the preparing of the machinery necesbut little, before its completion, then a further sum will be required to keep it in operation, repairs, &c., of \$15,000,000-making the total essum of \$65,000,000.'

"Your Memorialist prays further that your honorable body will order a survey of said route, to commence at some point to be fixed upon, as most desirable, on the shores of Lake Michigan, between the 42d and 45th degrees of North latitude; thence west to the gap or pass in the mountains; and thence by the most practicable route to the Pacific Ocean."

The following letter from Col. Gadsden to the - \$1,063,045 00 editors of the Washington Constitution, ought, we should suppose, to have some weight with Congress, if they are not utterly bereft of all sense of justice :-

CHARLESTON, S. C., JAN. 50, 1845. "Mr. Pratt, of New-York, presented the me-morial of Asa Whitney, a merchant of that state gia and South Carolina Railroad Companies memorialized Congress for a remission of duty for the appropriation of a certain portion of the on railroad iron. The ground of their memorial public lands for constructing a Railroad from was on the reasonable and just consideration, Lake Michigan through the Rocky Mountains that their works were important links in the great to the Oregon Territory, on the shores of the Pa- chain of railroad and mail communication between Portsmouth and New Orleans, and had been "Your Memorialist begs respectfully to repre-sent to your honorable body, that, by rivers, rail-roads, and canals, all the states east and north of must be seen and felt through all our vast confederacy.

doubt have been favorably entertained by Congress, but for a violent opposition from some of the members from Pennsylvania. These genty our honorable body, that he has devoted much the members from Pennsylvania. These genty our honorable body, that he has devoted much the members of the fact that their state had the imported 80,000 tons of rail iron, which, at \$25 liam C. Thompson, Esq. of Plymouth, Treafrom Lake Michigan through the Rocky Mounty of the root of a route practicable, the results from which would and by which alone they had been enabled to charter, admitted a large number of associates, wend their way to the ocean, through our vast this declaration have been addressed by the with the President and Clerk, are to constitute a and rich valleys, from Oregon to Maine—a dis-undersigned, to name the manufacturer who Board of Management for the Corporation. undersigned, to name the manufacturer who Board of Management for the Corporation. could, in a reasonable time, supply iron on .The Board will take efficient measures to fornce of more than three thousand miles." could, in a reasonable time, supply iron on The Board will take efficient measures to form Your Memorialist negs respectfully to rethe conditions stated. But one has had canpresent further to your honorable body, that he dor enough to reply, and to admit that he has the services of Mr. Crocker, of Mass. the Encan see no ways of means by which this great and no personal knowledge of the fact, but has been gineer who has just completed the survey of that important object can be accomplished for ages to informed that the Western Works, in Armstrong part of this route which lies in Canada, to comcome, except by a grant of a sufficient quantity of the public domain; and your Memorialist believes that from the proceeds of such a grant, he will be enabled to complete said road in a realer they have finished a road, by which alone timately be carried to the cities with full sursonable time, and at the same time settle this the iron can be transported from the furnace, and veys, estimates and statistics, there to be offered

Before a late importation of iron was ordered first invented.

otherwise require ages, and thus at once giving was despatched to Pennsylvania, to receive pro-us the power of dictation to those who will not posals for the amount of iron required; \$70 per long remain satisfied without an attempt to die-ton was the lowest offer made; and this with the condition annexed, that time should be al-"Your Memorialist would further respectfully lowed to prepare the machinery necessary for not, from the situation of the uninhabited country sary to make rail iron; and then to receive for through which it will pass, earn any thing, or it some 30 or 40 per cent. above the price at but little, before its completion, then a further which it can be imported. But admitting that the iron may now be obtained at \$55 per ton, this sum is still far beyond the price at which timated cost of said road, when complete, the foreign iron could be imported, even with a reasonable revenue duty paid. The Georgia Rail-road Company paid £5 9s. 6d. per ton for iron purchased by them of the Bridge pattern; and the South Carolina very recently imported 200 tons at £6 per ton.

We will assume, however, £7 as the cost per ton in England-at \$4 80 \$30 60 Freight to Charleston -Revenue duty at 25 per cent. Add for insurance and incidental charges 1 75

ĺ		\$45	00
ı	Cost of same iron at Pennsylvania or Ma	aryla	and
ı	furnaces per ton 2	\$55	00
I	Freight as per agreement, on railroad to	,	
i	Baltimore	. 2	75
1	Freight to Charleston	. 2	50
-	Insurance and incidental charges -	. 1	25
		_	
1		61	50
	Excess paid for domestic iron per ton	16	50
ı	Add duty to Government	7	65
	Protection tow per top	201	15
	Protection tax per ton	\$2	4

power of taxing sister communities.—Charleston Mercury.

THE BOSTON, CONCORD AND MONTREAL

as the most inviting opportunity for investment that has been presented since Railroads were

Mr. Boardmar, from the committee appoint-

ed for that purpose, reported the following reso-

Resolved, That information which we have already obtained, satisfies us of the practicability of the route for a railroad from Concord, via Meredith, Plymouth, Haverhill and Stanstead to Montreal.

Resolved, That the interests of the terminating points of the Boston, Concord and Montreal Railroad, and the interests of the whole population between those points, imperiously demand the construction of said road.

Resolved, That in our judgment the amount of business to be done on said road when constructed, will be so large, that money invested in it cannot fail to afford a profitable return.

Resolved. That the enterprise ought to be commenced with the least possible delay, prosecuted with unremitting assiduity and perseverance, and completed with the utmost despatch.

Resolved, That we hereby tender to the Boston, Concord and Montreal Railroad Corporation, in the prosecution of this enterprise, all the aid which it is in our power to give them, and we strongly urge it upon the officers of that corporation, to procure a surveyof the route at the earliest practicable moment; that they immediately cause books for the subscription of stock to be opened; and that they leave unattempted no effort which will hasten the completion of the en-

Resolved, That we have strong confidence in the belief, that the route above described is the one marked out by nature, being free from ice and every other obstruction, and very decidedly the best for a great thoroughfare between the commercial emporiums of New England and Canada.

From the Binghamton Courier.

connect with the Boston Road.

My Dear Sir :- I have been waiting anxiously for the citizens of New York city to subscribe the requite sum to warrant the Directors of the New York and Erie Railroad Co. (since the State have virtually given the Co. \$3,000,-000.) to proceed, and complete said Road. But clusive to avail themselves of it. The good sense I have now become satisfied that the city of New of the Legislature must see this matter in its true York had rather lose the trade of the "South-ern tier of Counties" and all of the trade of "the far West," that would naturally flow through said channel of communication, than to subscribe the requisite sum for its completion, (yet ever the interests of the work may point out the I have no doubt, if built, that the city of New most advantageous line, with reference to the York would save enough every ten years to pay the whole cost of building said Road), and thousands of individuals have come to the same conclusion that I have. And my object now is, through your paper, to call the attention of the people to another project, which is a Road from Binghamton to Albany, via Harpersville, Bainbridge, Unadilla, Otsego, Colliersville, Cobleskill, Smithsbridge, &c., or such other route as people on the line of said Road, and the Bostonians. I am aware that this project will divert a large portion of trade from the city of as much as any citizen of the Empire State does, for I have a little state pride, but if we cannot have things as we want them, we must take them as we can get them.

to the subject, preparatory to a meeting to be called, to take the matter into consideration.

A. KEYES.

Bainbridge, Dec. 31, 1844.

recommendation-

"The reasons that would influence the com mittee to recommend that the lien of the state be subscribed, and one fourth paid in, instead of making the completion of the road a condition of the release, arc, that the company relies upon borrowing one half the amount necessary to complete the work, by pledging the road for security

—and such a loan could not be obtained while the state lien existed.

"They would, therefore, as soon as enough the work, recommend the removal of all embarrassment to the borrowing the remainder created by the lien of the state. Should the company fail to procure the subscription, the lien will remain as it is. Should they succeed, the completion of the work may be looked upon as ceriain, in the opinion of the committee.

We perceive by the papers, that petitions are New-York and Eric Railroad. The restriction the Chenango and Genesee Valley Canal, &c. of the road to this state was a most unfortunate one; for, at that very time, it was known that the line must be carried into Pennsylvania. The of which Mr. Roberts is well aware: southern counties of New-York look to this work Railroad from Binghamton to Albany, and to as their only means of obtaining a good comferent as to whether the road is located entirely within this state or not; they want the cheapest, quickest, and easiest route, and, if Pennsylvania or New-Jersey offer such, they are not too exof the Legislature must see this matter in its true light when they examine the question; we then confidently anticipate a release from the state lien, and full permission to locate the road wheregreat subjects of traffic and engineering.

ENLARGEMENT OF SCHUYLKILL CANAL.

locks, which are to be 110x18, as on the enlarged Erie Canal.

I wish you would publish this in your paper, aware that the "State Engineers" of New York was very well known, but an addition of 10 feet unfortunate—a greater width of lock.

NEW YORK AND ERIE RAILROAD. would have been quite enough. All professional We are indebted to Mr. J. E. Bloomfield for men were astonished at the views of the "State the "Report of the Committee on Railroads, on Engineers;" the common sense of the publicathe petition praying for a surrender of the lien of became alarmed, and, by some means or other, the State upon the New-York and Eric Rail-the Commissioners contrived to increase the road." The report concludes with this favorable width to 18 feet. This dread of a greater width of lock, on the part of the state officers, has been generally ascribed to the influence of the canal fowarders and others, who suspected that, with released on the condition of three millions being locks 120x24x7, transhipments at Buffalo and Albany would be in great measure avoided-at the former port partially, at the latter totally. The friends of the Schuylkill Navigation cannot select more unfortunate advisers or examples than the 'State Commissioners and Engineers" of New-York. There is not the slightest reason was obtained by private subscription for one half to suppose, that the honor and interests of the state, or any of the higher considerations which influence the members of an honorable profession, were allowed any weight in their counsels. Hence we are sorry to see that gentlemen every way superior to these "State officers" should imagine that, because the enlargement of the Erie Canal demanded a thorough and impartial expresented against the location of part of this work amination of the whole question, it therefore rein Pennsylvania. We cannot permit ourselves ceived it. We will soon give some proofs of the to believe that there is any serious hostility to capacity and integrity of these "Commissioners this measure; for, to refuse this, is to destroy the and Engineers," as exemplified in the cases of

The great object with the friends of the Schuvlkill Navigation should be the trade of the North,

"Only a small part of this vast supply of fuel is consumed at Philadelphia, the great bulk of it munication with this city, and are utterly indif- being sent to New-York, and to other centres of population and industry farther to the north and east, whose inhabitants are deeply interested in obtaining these essential supplies by the cheap-est means of conveyance. Water communicaest means of conveyance. tions exist with them all adapted to vessels of a larger size than the boats that now traverse the Schuylkill Navigation, and although the boats now in use carry coal without transhipment from Pottsville to New-York, an increase of their dimensions and capacity is exceedingly desirable."

In order to tow safely through the bay of New-York, and, as far as practicable, in the Sound, a width of 18 feet is too little—the boats are not sufficiently stiff. Now the difference in the cost of lockage, on Mr. Roberts' plan of construction, of 120x22 or 24, and of 110x18, will not exceed Every canal, however small, is better adapted \$80,000; the ordinary balance gates may be to a certain amount and description of business used; and no increased width of channel will be than a canal of different dimensions. We are required. Of the great superiority of vessels of under the impression that a canal, of the size of 22 or 24 feet beam over those of 18 feet, on may be deemed most feasible. By this project, the Schuylkill, will be more efficient for a coal broad rivers and bays, no one can entertain a I am satisfied the stock will all be taken by the trade not exceeding one and a half millions of doubt; and as increased capacity is not so much trade not exceeding one and a half millions of doubt; and as increased capacity is not so much tons per annum, than a larger and more costly the aim at present, as the introduction of a class work. But, assuming the enlargement to be of boats better fitted to the trade of the North, we New York, and give it to Boston, which I regret judicious, we object to the dimensions of the new cannot help thinking that, even admitting the enlargement to be judicious, the adoption of the dimensions introduced by mere politicians on the Perhaps our Pennsylvanian neighbors are not Erie Canal must necessarily lead to failure.

The enlargement of the Schuylkill Navigation for the purpose of calling the attention of the strongly insisted on locks 16x110, and a channel is determined on; hence we take the liberty of people along the line of this contemplated route 7x70, in place of the old locks 90x15, and the old drawing the attention of those interested to a channel 4x40. That a width of 40 feet, for boats measure which we think of the utmost import-15 feet wide to pass easily, is rather too little, ance, whether the enlargement be judicious or

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ster armouth and Norwich ork and N. Mid and Leed	s and Schy 26	187,50	62,500 0 167,500	230,250 676,644	5,401 27,131	13,856	2 10 (5 1 8 nihil. 10 0 0	29 3 16 2 50 10	Paris Paris Paris	and Lyc and Orl and Ro	ons eans uen	2	2,500 1,600 1,440
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lster armouth and Norwich ork and N. Mid. and Leed Stear NAME OF COMPANY.	and Scilly 25 an and Miscel Num. of Am'l., shares. share	187,50 1,062.50 Hancous.	0 62,500 0 167,500 Div. p c. 1 per ann. p	230,250 676,644 	27,133	13,856 55,759 NAME O	0 15 (2 10 (F COMP.	0 5 1 8 nihil. 10 0 0	29 3 16 2 50 10 Num. o shares.	Paris Paris Paris Am't. of share	and Lyc and Orl and Roman [Amount paid.	Div.p.c	Last price.	2,500 1,600 1,440 Pro
lster armouth and Norwich ork and N. Mid. and Leed Steam NAME OF COMPANY. nglo Mexican Mint	n and Miscel Num. of Am'1.3 shares. share	187,50 1,062.50 Hancous. of Amount paid.	0 62,500 0 167,500 0 167,500 0 167,500 0 167,500 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	230,250 676,644 Cast Preserice. Price 154	27,133	13,856 55,759 NAME Of	2 10 (F COMP.	5 1 8 nihil. 10 0 0	29 3 16 2 50 10 Num. o shares.	Paris Paris Am't. o share 1424	and Lyc and Orl and Rol [Amount paid. 142]	Div.p.c per ann	Last price.	2,500 1,600 1,440 Propr 160
Ister armouth and Norwich ork and N. Mid. and Leed Stean NAME OF COMPANY. nglo Mexican Mint nti Dry Rot	s and Schy 25 m and Miseel Num. of Am'1 shares. share 10,000	187,503 1,062.50 Hancous. of Amount paid. 10	00 62,500 0 167,500 0 167,500 0 167,500 0 167,500 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	230,250 676,644 Last Preserice. 5\frac{1}{2}	27,139	13,856 55,759 NAME Of ghboroumouths iton Mo	F COMP.	0 5 1 8 nihil. 0 10 0 0	29 3 16 2 50 10 Num. o shares.	7 Paris 6 Paris 7 Paris 7 Paris 6 Paris 10 Paris	and Lyc and Orl and Rol Amount paid. 1421 100	Div. p.c per ann 70 10 10	Last price.	2,500 1,600 1,440 Pro
Ister Armouth and Norwich Ark and N. Mid. and Leed Stean NAME OF COMPANY. Inglo Mexican Mint Inti Dry Rot ustralian Trust Company	s and Sclay 25 m and Miscel Num. of Am'1. shares. 10,000 10 10,000 5,700 100	187,503 1,062.50 Hancous. of Amount paid. 10 18½ 35	62,500 167,500 Div. p.c. per ann. p 1	230,250 676,644 Cast Preserice. 51 2	27,133 27,133 e. Lou Mo Me	13,856 55,759 NAME Of the second of the seco	F COMP. gh. eire. wbray. Irwell.	5 1 8 nihil. 0 10 0 0	29 3 16 2 50 10 Num. o shares. 2,40	7 Paris 6 Paris 7 Paris 7 Paris 8 Paris 1421 19 100 100 100	and Lyc and Orl and Ron Amount paid. 1421 100 100	Div. p.c. per ann 70 10 10 10	Last price. 1140 160 117	Pro- 160 1,440 Pri 160 11'
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Ister	s and Scity 25 n and Miseel Num. of shares. 10,000 10,000 5,700 100 20,000 15 15,000 10,000 111,493 3,200 50	187,50 1,062.50 11 1,062.50 11 1,062.50 12 1,062.50 10 1,062.50	00 62,500 00 167,500 Div. p c. per ann. p 1 3 10 2 5 5 7 6	230,250 676,644	27,13: 27,13: Mo Me Me Me Me Sor Sor Sta	13,856 55,759 NAME O ghborou nmouths iten Mor rsey and cclesfiel ath ord rents or opshire, nerset ce fford an	F COMP. gh. seire. , wbray. I trwell. Loncon d Worce	5 1 8 nihil. 10 10 0 0	299 3 16 22 50 100 Num. o shares. 2,44 25 50 3,00 2- 21,4 58	7 Paris Pari	and Lyc and Orl and Rol Amount paid. 1421 100 100 100 100 100 100 100 125 125 150 140	ons eans	Last price. 1140 160 117 15 365 505 25 120 123 480	Property
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Ister	s and Sclly 25 m and Missel Num. of land Missel 10,000 10 10,000 15 15,000 10 10,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canals 1,432,113 720 100 3,000 1184 4,000 160 500 100 460 do	187,500 laneous. 1,062,50 laneous. 10 lane	10 62,500 167,500 Div. p.c. 1 per ann. 1 10 2 5 5 7 7 6 4½ 10 10 11 10 12 20 34 24	230,250 676,644	27,133 27	13,856 55,758 NAME O ghborou nmouths lton Mo rsey and cclesfiele th ord. ord. ropshire. nerset ce fflord an ewsbury urbridge oudwate ansea. ern & V ent and I aames an aarwick a arrwick a	F COMP. gh	anitil. 10 10 0 0 ANY. Rail Av. ay. ay. ay. ay. ay. ay. ay. a	2,44 22: 55,50 3,00 2- 1,78 21,44 25: 56 3,00 2- 1,78 21,44 25: 56 3,00 2- 1,78 21,44 4,84 4,84 4,84	7 Paris Pari	and Lyc and Orl and Rount paid. 142‡ 100 100 100 100 100 100 100 100 100 10	Ons eans	1 Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	Propr 160 11' 13 363 364 34 36 36 36 36
Ister	s and Sclty 25 n and Miscel Num. of and indicate shares. 10,000 10 10,000 15 15,000 10 10,000 1 111,493 50 3,200 50 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canals. 1,432,113 720 100 3,000 1184 4,000 160 500 100 460 do. 600 do.	187,500 laneous. lane	Div. p.c. per ann. 1	230,250 676,644	27,133 27	NAME O ghborou mouths tton Mo rsey and cclesfiel ath ord rords ror	F COMP. gh whray Irwell d Worce why & I Mersey d Medwand Birm and Nap m Loncon	sster	29 3 16 22 55 16 22 55 16 22 55 16 22 55 16 22 55 16 22 55 17 25 16 25 17 25 16 25 17 25 1	7 Paris Pari	and Lyc and Orl and Rount paid. 142‡ 1000 1000 1000 1000 1000 1000 1000 10	Div. p.c per ann 70 10 10 10 21 17 30 21 6 7 12 11 15 51 6 5 12 14 19 15 51 81 81 81 21 21 21 21 21 21 21 21 21 21 21 21 21	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 288	22229
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Ister	s and Stly 25 m and Miscel Num. of shares. 10,000 10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 10 4,000 50 1,500 100 20,000 15 14,000 15 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 15,000 100 100 100 100 100 100 100 100 100	187,500 1,062,50 1,06	10 62,500 167,500 Div. per 1 per ann. 1 10 2 5 5 7 6 4½ 10 10 11 10 12 20 33 24 22 9 11 32 44	230,250 676,644	27,133 27	13,856 55,758 NAME O ghborounmouths tton Morsey and cclesfield th ford gents or opshire. nerset ce fford an ewsbury urbridge oudwate ansea ern & Vent and a arwick a arwick a minghat st Londe and June w River unchester uxhall;	F COMP. gh Loncon Jal. Loncon My & I Med Worce gh Trwell. Loncon L. B. An Tand Sal L. B. An Tand Sal L. S. Lor L. S. Lor	ANY. Rail Av. ay. ningham. nord.	2,44 255 3,00 2-1,7 21,4 55 3,00 2-1,7 21,4 55 3,7 2,6 8,1 2,9 Wate 4,8 4,9 4,9 4,9 4,9 4,9 4,9 4,9 4,9 4,9 4,9	7 Paris Paris Paris 1424 9 100 100 100 100 100 100 100 100 100 100	and Lyc and Orl and Rount paid. 142‡ 100 100 100 100 100 100 100 100 125 145 145 145 150 100 26‡ 50 191 100 100 100	Ons eans	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 283 88	222299 55
Ister	s and Sclty 25 n and Missel Num. of shares. 10,000 10,000 5,700 10,000 15 15,000 10 11,493 3,200 50 15,000 10 4,000 25 3,000 15 3,000 10 Camble 1,432,113 720,100 3,000,1184 4,000,160 500,100 460 600 600 600 1,297 4004 11,600,100	187,500 laneous. 1,062,50 laneous. 10 lane	00 62,500 00 167,500 20 167,500 10 10 11 10 10 10 10 10 10 10 10 10 10 1	230,250 676,644	27,133 27	13,856 55,758 NAME O ghborounmouths tton Morsey and cclesfield th ford gents or opshire. nerset ce fford an ewsbury urbridge oudwate ansea ern & Vent and a arwick a arwick a minghat st Londe and June w River unchester uxhall;	F COMP. gh Loncon Jal. Loncon My & I Med Worce gh Trwell. Loncon L. B. An Tand Sal L. B. An Tand Sal L. S. Lor L. S. Lor	Ster	2,44 25 50,100 24 24 25 53,00 22 1,77 21,44 55 33,77 2,66 8,11 2,99 Wate 4,84 4,48 4,48 4,84 4,84 4,88	7 Paris Pari	and Lyc and Orl and Rount paid. 142‡ 100 100 100 100 100 100 100 100 100 10	Div. p.c per ann 70 10 10 10 21 17 30 21 6 7 12 11 19 15 51 65 10 81 81 81 81 81 81 81 81 81 81 81 81 81	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57	222299
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Ister armouth and Norwich armouth and Norwich armouth and Norwich brk and N. Mid. and Leed Stean NAME OF COMPANY. Inglo Mexican Mint Inglo Mexican Packet Inglo Mexican Mint Inglo Mexican Mint	3 and Nilsee Num. of shares. 10,000 10,000 15 15,000 10 11,493 50 3,200 50 15,000 10 15,000 10 11,493 50 3,200 50 15,000 10 4,000 50 1,500 10 4,000 50 1,433,113 720 100 3,000 1184 4,000 150 600 60 600 60 1,500 100	181,062,50 11 181,062,50 11 100 181, 35 11 100 6 11 100 6 11 100 6 100 100 100 100 100 100 100 100 100 100	10 62,500 0 167,500 Div. pc. 1 per ann. 1 10 2 5 7 6 4½ 10 10 11 10 11 20 30 24 22 9 11 32 4 7 16	230,250 676,644	27,133 27,133 Mo Me Me Me Ma Ne: Ne: Shr Sto Str Str W W W W Biii Eas	13,856 55,758 NAME O ghborou mouths lton Mo rsey and cclesfield th rents or opshire. nerset ce fford an ewsbury urbridge oudwate ansea. rern & V ent and i ames an arwick a arwick a arwick a the condition of	F COMP. gh gh gh gh gh gh gh gh gh I well Loncon d Worce r Why & J Mersey d Medwand Birm and Nap m L. B. Ar and Sal t. S. Lor dllesex	Ster Rail Av. ay	29 3 16 22 55 16 22 55 16 22 55 17 2	7 Paris 9 Paris 9 Paris 9 Paris 9 Paris 1424 9 100 100 100 100 100 100 100 100 100 100	and Lyc and Orl and Rount paid. 142‡ 100 100 100 100 100 100 100 100 125 145 145 145 150 100 26‡ 50 191 100 100 100	Ons eans	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 192 28 223 88 57 55 126	222299
Ister	S and Stly 25	187,500 1 187,500 1 1,062,50 1 100 1 181 1 100 6 1 1 50 40 1 100 6 5 71 50 1 100 6	00 62,500 00 167,500 20 167,500 10 10 11 11 11 11 11 11 11 11 11 11 11 1	230,250 676,644	27,133 27	13,856 55,758 NAME O ghborounmouths tton Mo rsey and cclesfield th rents or opshire. nerset ce fford an ewsbury urbridge oudwate ansea rern & Venta ansea. rern	F COMP. gh	ANY. Rail Av. ay. ningham. non- non- don.	29 3 16 22 50 100 Num. o shares. 2,44 22 53 3,00 22 1,74 55 33 32 55 3,77 2,66 8,11 2,00 8,22 1,75 6,40 1,00 8,22 1,75 6,40 1,00 8,22 1,75 6,40 1,00 8,22 1,75 6,40 1,00 8,22 1,75 6,40 1,00 8,22 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1	7 Paris 6 Paris 7 Paris 8 Paris 9 Paris 1424 9 100 100 100 100 100 100 100 100 125 125 125 125 125 125 125 125 125 125	and Lyc and Orl and Roo 142‡ 100 100 100 100 100 100 100 100 100 10	Ons eans	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 283 88 577 555 126	22222222222222222222222222222222222222
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ster	S and Stly 25	187,500 1 187,500 1 1,062,50 1 100 1 181 1 100 6 1 1 50 40 1 100 6 5 71 50 1 100 6	62,500 167,5	230,250 676,644	27,133 27,133 27,133 27,133 28,133 29,133 20	13,856 55,758 NAME O ghborou mouths tton Morsey and cclesfield tth rents or opshire. nerset co fford an ewsbury urbridge oudwate ansea rern & V ern &	F COMP. gh gh gh gh gh gh gh gh gh f COMP. gh gh gh f Why & J. My Sey. d Medw. and Birm. and Nap. m L. B. S. Lor illesex	ANY. Rail Av. ay. ningham. non- non- don.	29 3 16 22 55 16 22 55 16 22 55 16 22 55 16 22 55 16 22 17 76 55 32 55 17 25 16 24 17 17 17 17 17 17 17 17 17 17 17 17 17	7 Paris 6 Paris 7 Paris 8 Paris 9 Paris 9 Paris 1424 9 100 100 100 100 100 100 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 125 100 100 100 100 100 100 100 100 100 10	and Lyc and Orl and Roo 142‡ 100 100 100 100 100 100 100 100 100 10	Ons eans	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 283 88 577 555 126	22229 5600 111111136 16011111136 160111111136 17011136 18011136 1801136 1901

	Length	Court	WOR	43.		-11	The	State (anals a	re all 4 i	leek deep, and	the lock
STATE WORKS.	in miles.	-	Income.	Expend.			. 13 to 1	7 feet	wide, a	nd 80 to !	90 feet in leng	gth.
Y . 1 Black river canal—(including 4 y'rs' del.	35	2,065,285		10.050							no interest	
2 Cayuga and Seneca—(do. 14 years' del.)	21 64	419,830 1,257,604									, nor are th	
3 Champlain canal	23	1,012,685					princi	para n	rom au	iction ar	nd salt dutie ne Genessee	es inclu
5 Chenango—(do. 7 years' def.)	97	3,267,590	16.195	15.957			Black	river	canal	St. III	re large sui	me for t
6 Crooked lake—(do. 10 years' def.)		263.950	1 401	0.074		1	'compl	etion	the int	crest of	which add	9 200001
7 Erie—enlargement of	363	20,435,406	1,880,316	2,000			is mu	ch gre	ater th	an the	estimated gr	oss inc
8 Genessee valley-(do. 5 years' def)	120	4,167,846				11	of the	Se car	nals w	hen fin	ished Th	e sums
9 52 miles opened, cost \$1,590,000			12,292	13.819		.1	quired	to co	mplete	these t	wo canals a	re 49 0
. 10 Oneida lake—(do. 4 years' def.)	6	85,082	225	2,239			000 ar	nd 560	00.000.	makin	o their total	cost w
11 Oswego—(do. 14 years' def.)		882,399	29,147	22,742			hnishe	ed \$5.5	553.09;	Jand 3	2.409.000:	nn expe
12 Beaver division canal	25				7,38	1 5,386	ture in	ncurre	d on e	stimated	d incomes (admitte
13 Delaware canal					109,27	3 22,870	be libe	eral,)	of \$39	,000 and	d \$14,000 re	espectiv
14 French creek	45						The	total	receip	ts from	the works	of Penn
15 Columbia railroad	82				442 22	205 005	vania	101 18	543 W	ere \$1,0	019,401; for it 30 million	1844
16 Eastern division					179 78	138 915	The	recei	nte for	1911 w	rere as follo	15.
17 Juniata canal					115,701	100,010	Canal			1011 W	ere as iono	578
18 Portage railroad.					351 100	248,943	Railro	ad to	113			252
19 Western division canal.					001,102	10,510	Motiv	e now	er .		. 1	319
20 North branch Susquehannah canal	73 1	-					Truck	s.	-	'	1 - 1 -	13
21 West " " "	72				101,949	57,633	of whi	ch 85	85.922	is from	118 miles o	of railro
	l						and St	578.49	4 from	550 mi	iles of canal	1.
io 22 Hocking canal		947,670	4,757		4,926		The	canal	Is of	Phio are	e supported	by a
23 Miami canal:				38,826	74.904		perty t	ax of	54 mi	lls on th	he dollar.	There
24 Miami extension		2,949,250			12,053		853 mi	iles of	canal	in the S	State, which	yielde
25 Muskingum			23,167		28,241		1843	471.6	23, and	l in 18	44 \$515,393	3, the c
25 Ohio		4,600,000	322,754		338.267		1st Jar	1. 43	being \$	\$15,577	,233. The	increas
27 Wabash				6,400 39,005	49,207		44 OV6	1 43	is only	\$43,77	70, though th	ne year
29 Western road		607,269 255,014									crease thro	ugnout
30 Sundry works		11 000 000	7,251								undry work	e viald
31 Maume canal		11,000,000					incom			ing on a	didi'y work	S y ICIO
32 Sundry works										road vie	elds above	6 per c
h 33 Central railroad	110				211.170	89,420	and is	the or	nly Sta	te worl	k-the Erie	canal
34 Southern railroad	68	936,295	24,064	7,907	60,341	70,000	cepted	-whi	ch is a	ble to s	tand alone.	
CANALS.	Length	~~~	1843.			844.		Value		~~	I .	\sim
	miles.		Gross. N	vett. cen	it. Gross.	Nett.	per cent.	of stock.			REMARKS.	
Blackstone.												1
Bald Eagle Navigation									***			
Beaver and Sandy, (part)		1,000,000									perhaps, ats	
Charleston, (S. C.)											led to give t	he part
Chesapeake and Unio	184	12,370,470	47,637								ese canals.	21:
Conesiota		300,000						26			peake and (
Schuylkill.		3,500,000 2	270 705 10	0 001	100 60	190 694		31			its trifling	
Farmington	100	3,300,000						31			gement of th	
James river and Kenhawa											s been comr	
Middlesex											s canal was	
	10	200,000							for on	e millio	n, about on	e-fourt
Port Deposit.		2 222 222	90 693 57		4	1	11111				It is said in	
Port Deposit	43	2,900,000	33.000 00	3.327							1 1 2	TATO h
Delaware and Raritan	43	300,000		3,327					that it		e enlarged.	
Delaware and Raritan Southwark. Tide Water.	43	2,900,000 300,000 2,900,000							that it	o repor	t, nor heard	of the
Delaware and Raritan	43	2,900,000 300,000 2,900,000 2,000,000							that it	o repor		of the
Delaware and Raritan Southwark Tide Water. Union. Morris.	43	2,900,000							that it	o repor	t, nor heard	of the
Delaware and Raritan Southwark Tide Water. Union	43 45 80 101	2,900,000 2,000,000 1,000,000						28	that it seen n pointr	nent of	nor heard any engine	of the
Delaware and Raritan Southwark Tide Water. Union. Morris.	43 45 80 101	2,900,000 2,000,000 1,000,000	ge Length of	Size of loc	ks. Depth on	Width o	of canal.	28	that it seen repointr	no report	n, nor heard any engine	of the
Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp CANADIAN CANALS.	43 45 80 101	2,900,000	ge Length of chamber.	Size of loc	ks. Depth on mitre s il.	Width o	of canal.	28 Estim	that it seen in pointry	no report ment of	i, nor heard any engine	of the er.
Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp CANADIAN CANALS. The Welland canal.	43 45 80 101	2,900,000 2,000,000 1,000,000 No. of Locks locks. in feet	ge Length of chamber.	Size of loc Width.	ks. Depth on mitre sill.	Width of Bottom.	of canal. Surface.	28 Estim	that it seen in pointry	no report	i, nor heard any engine	of the er.
Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp CANADIAN CANALS. The Welland canal. Iain trunk from Port Colborne to Port Dalhousie	43 45 80 101 Length in miles.	2,900,000 2,000,000 1,000,000 No. of Locks locks. in feet	ge Length of chamber. feet. 150	Size of loc Width. feet. 26 1-2	ks. Depth on mitre sill. feet. 8 1-2	Width of Bottom.	f canal. Surface feet. 81	28 Estim	that it seen in pointry	no report ment of	i, nor heard any engine	of the er.
Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp CANADIAN CANALS. The Welland canal. Iain trunk from Port Colborne to Port Dalhousiunction branch to Dunville not adde	43 	2,900,000 2,000,000 1,000,000 No. of Locks locks. in feet	ge Length of chamber. feet. 150	Size of loc f Width. feet. 26 1-2 26 1-2	ks. Depth on mitre sill. feet. 81-2 81-2	Width of Bottom. feet. 45 35	f canal. Surface. feet. 81	28 Estim	that it seen in pointry	no report ment of	i, nor heard any engine	of the er.
Delaware and Raritan Southwark Tide Water. Union Morris Dismal Swamp CANADIAN CANALS. The Welland canal. Iain trunk from Port Colborne to Port Dalhousianction branch to Dunville road creek branch to Port Maitland below.	43 45 80 101 Length in miles.	2,900,000 2,000,000 1,000,000 No. of Locks locks. in feet	ge Length of chamber. feet. 150	Size of loc Width. feet. 26 1-2	ks. Depth on mitre sill. feet. 8 1-2	Width of Bottom.	f canal. Surface feet. 81	28 Estim	that it seen in pointry	no report ment of	i, nor heard any engine	of the er.
Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp CANADIAN CANALS. The Welland canal. Iain trunk from Port Colborne to Port Dalhousiunction branch to Dunville road creek branch to Port Maitland below. The St. Lawrence canal.	45 80 101 Length in miles. 	2,900,000 2,000,000 1,000,000 No. of Lockas locks. in feet 31 328 1 6 1 6	ge Length of chamber. feet. 150 150 200	Size of loc f Width. feet. 26 1-2 26 1-2 45	ks. Depth on mitre sill. feet. 8 1-2 8 1-2	Width of Bottom. feet. 45 35 45	f canal. Surface. feet. 81 71 85	28 Estim	that it seen in pointry	no report ment of	i, nor heard any engine	of the er.
Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismol Swamp CANADIAN CANALS. The Welland canal. Iain trunk from Port Colborne to Port Dalhousianction branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. Ialops and Port Cardinal.	43 45 80 101 Length 1 1 2 2 1 1 2 2 2 2	2,900,000 2,000,000 1,000,000 No. of Lockas locks. in feet 31 328 1 6 1 6	ge Length of chamber. feet. 150 200	Size of loc f Width. feet. 26 1-2 45	ks. Depth on mitre sill. feet. 8 1-2 9	Width of Bottom. feet. 45 35 45	f canal. Surface. feet. 81 71 85	28 Estim 3,948	that it seen in pointry	rended to pt. 1843.	Income. 64,658	of the er.
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				Le ngth	1	18	N RAI 43.	Div.	18		Div.	Value		SAL	ES OF SHARES. ENDING February 8, 184	
		RAILROADS.		in miles.	Cost.	Gross.	me. Nett.	per cent.	Gross.	me. Neit.	per cent.	of stock.	Shares.	EK I	SNDING February 8, 184 Price.	14.
Ac.	LPortlar	d. Saco and P	ortsmouth	50	1,200,000			7				100			Competes with steam	boa
H.	2 Concor	d		35	750,000						12				•	
ss.			• • • • • • • • • • • • • • • • • • • •	56	1,384,050	178,745	68,499	6				1091		1091		
				26 41	1,863,746					147,615				121		
			e	48	1,900,000 2,885,200									107 118‡	- 1	
-	7 Berksh	ire		21			17,500					1101	33		1	
	8 Charles	town branch.			. 250,000			13								
	9 Eastern			54	2,388,631	279,563	140,595	6			8	107	250	107		
	10 Fitchby	urg		50	322,538								7	111	-	
	11 Hartfo	d and Springs	ield	25 1-		04.000									F	
				14 1-	2 380,000	81,079	04.000	8				120		• • • •	3,	
1	14 Norwi	ediord and Ta	unton	59	2,166,566		24,000					701	5,998	701		
	15 Taunt	on branch		111	250,000	102,550	20,000	8	200,014			118	3,330			
	16 West	Stockbridge	1	3								1				
	17 Wester	nt (117 miles	in Mass.)	156	8,319,520	573,882	284,432					994	310	991		
6	18 Worce	ster branch to	Milbury		. 5.500						1				-	
n.	19 Hartio	rd and New H	laven	38								92				
	21 Stoning	onic, (10 mon	ths,) ing 1st Sept.,)	74 48	1,244,123	112 000	• • • • • • •		154,704	70 915	• • • • •	30	1,645	30		
Y.	22 Attica	and Buffalo	ing 1st sept., j	31 1-	$2,600,000 \\ 268,275 \\ 1,727,361$	45 896	7 599		134, 724	19,040		41	1,010	41		
	23 A shur	and Rocheste	4	78	1.727.361	189 693	112,000					107	30	107	Tab	
1	24 Aubur	and Syracus		26	743,931	86.291	27,334								Ithaca and Oswego Catskill and Canajo	
- 1	Bunalo	and Niagara		22	200,000							100			roads were sold by	
- 1	20 Erie, (4	16 miles.)			. 5,000,000							291	885	291	State. The former do	es
- 1	27 Erie, o	Dened		53			48,000								tle, the latter nothing.	
-	20 Harlen	1		26	2,200,000								1,525	70	,	
1	20 Long I	and Berkshir	e	05	1 500 000		• • • • • • •	• • • •	• • • • • • •			*****				
	31 Mohan	stand		95	1,500,000	CO 040	50 700	• • • •	04 200	40.000	• • • • •	76	5,245 460	76	- 17	
	32 Tonna	wanda		43	4 1,030,949 600,000	76 997	30,100		84,300	40,000		03	460	03		
	33 Trov's	nd Greenbush		6	180,000	10,221			******		3				Day Cala Nam	37.
	31 Trov a	nd Saratoga		25	475.865	44.325	21,000								Part of the New	10
	35 Troy a	nd Schenectad	v	20 1	21 633.520	98 M3									,	
	36 Schene	ctady and Sar	atoga	22	300,000 2,124,013	42,242	- 3,000	1						7		
	37 Utica a	and Schenecta	d 🕈	78	2,124,013	277,164	180,000	9				131		y		
	38 Utica	and Syracuse.		53	-11.080.219	163 701	1 72 000				1	1119				
J.				61	3,200,000 500,000	682,832	383,880					1051	5	105₺		
	40 Elizabe	thiown and So	omerville	26	500,000			• • • •					• • • • • • • • • • • • • • • • • • • •		1	
	49 Nov. I	and Essex	.,	34	2 000 000			• • • •							- 1	
	13 Paters	ersey		16	2,000,000			• • • • •				98	150	98		
	41 Beaver	Meadow		26	1,000,000							00	• • • • • • •			
	45 Cumbe	rland Valley.		46	-11.250.000											
	16 Frankl	in		10 1-	860,000											
	Harris	burg and Lan	caster*	36	860,000							30				
	48 Häzlet	on branch		10	-1.20,000	M	1									
- 1	49 Little S	chiylkill		29	900.000										The costs of those	roa
- 1	50 Lykens	Valley		16 1-	2										marked • were taken	fre
-	50 Minch	Il and Saharah	cil Haven*	18	100,000			10	•••••		• • • • •	::::			de Gerstner's report,	PI
	53 Vorriet	n and Schuyn	naven	20	900,000	• • • • • • •		12	• • • • • • •			144			lished in the Journa	ai
	54 Philade	elphia and Tre	nton*		400,000							105				
	55 Pottsvi	lle and Danvil	le	29 1	211.500.000											
	56 Readin	g		94	IN REPERENCE	ii .					1	15	3,455	45	1	
	57 Schuy	kill valley	mira	10	1,000,000											
	58 Willia	msport and E	mira	25	1,000,000 400,000 1,400,000	20,000										
.1	60 Franch	elphia and Ba	ltimore	93	1,400,000	43,043	200,000			210,000		41	2,339	41		
1.	61 Baltim	ore and Ohio	(1st Oct.)	16										400		
4.	62 Baltim	ore and Suson	channa	58	7,623,600 3,000,000	0 10,230	279,402		900,620	346,946		483		481		
	63 Baltim	ore and Wash	ington	38	1,800,000	177 927	71 691		212 129	104 590		84				
1.	61 Greens	wille and Roa	noke	17 1.	2 260,000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	71,001		,	101,020		01			1	
	65 Peters	ourg and Roar	ioke*	60	766,000						3					
	66 Portsn	outh and Roa	noke	78 1	2 850,000											
	67 Richm	ond and Frede	ricksburg	61 1	211.200.000											
	co Winel	ond and Peter	burg	22 1	2 700,000											
C	70 Raleig	hand Caston	oniac	32	500,000											
٠.	71 Wilmi	noton and Rai	eigh.	161	2 1,360,000 1,800,000											
C.	72 Charle	ston and Ham	burg	136	2,400,000					• • • • • • •				• • • •	100	
	73 Louisv	ille and Cinci	nnati	66	800,000	201.464	77,456		328 425	180 704	0	55				
١.	74 Centra			100	19, 591 703	BOOY 520	1 02 100	1		6						
	75 Georgi	3		1147 1	2 2,650,000	248,026	158.207		248,096	147 592						
Z.,	10 Luscu	HIDIO		1 465		,000			,000	11,000						
	77 Lexing	ton and Ohio.		40	500,000						1					
10	78 Little 1	lianii		40	450.000											
	79 Mad m	ver1		40	400.000											
	80 Monro	eville and San	dusky								1					
m.	SUDerrou	and Pontine		05												
1.	83 Madia	n and I	apolis	33												~
Le	84 Chan	dain and St. T	apolisawrence	56	152,000		12,000								Purchased from the	Sta
n		TOTAL PROPERTY AND ADDRESS.	aurence	1 15	1 212 000	No.	1.12000		58 000	94 000	1	1110	-			

\$87,048.11

We particularly request statements of the troffic of each neeck and of the corresponding week of last year to be regularly sent to us,

Correspondents will oblige us by sending in their communications by Monday morning at latest.

We are endeavoring to devise a mode of advertising the rates of fare and distances of the principal railroads in the country, and have opened a correspondence on the subject with gentlemen connected with some of the most important works.

PRINCIPAL CONTENTS.

Proposed railroad between Cairo and Suez 95 Manufacture of salt in New York
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AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, February 13, 1845.

It will be seen that we have changed the arrangement of the sales of shares, in order to give a better general view of their operations, and to save valuable space. During the past week 15,070 shares were sold in New York; of these, only 35 brought above par, 150 sold for 98, and the remainder went from 76 to 30. In Boston there were sold during the same period of Massachusetts r.road stocks only 432 shares varying from 991 to 121. The very high price of road company was incorporated March 14, these stocks is not owing to their reasonable diviednds but to their security as investments.

WESTERN RAIL	ROAD.	-Recei	pts for th	ne weel	r end-
ing February 1:			1845.	1844	
Passengers,	-	-	\$5348	\$345	5
Freight, etc.,	-		7401	549	6
Total,		- \$	12,749	\$895	ì
Mohawk and ending 31st of Jan For passenger Western freig	uary, 1	845:		\$694.5 498.1	1
Reccipts for san Increase equal t			ear,	1,192.6 615.0 \$577.6	0
PHILADELPHIA A					oss re- 575.43

Increase, equal to 90 per cent, Tonnage of coal in January 1845, do do do 1844, 11,739 Increase equal to 154 per cent, 18,199 The receipts for January, 1843, were \$13,937.69; the above statement thereby showing the remarkable increase of \$26,737.73, or 192 per cent. over the same period two years ago.

21,468.16

\$19,207.27

Receipts for the same time last year,

THE COAL TRADE.—Sent by railroad up to Thursay evening last — Miners' Journa!

Schuylkill Haven,	-		-	2,096,18
Pottsville,		-		1,360,04
				3,457,02
Per last report,	-		-	28,205,04
				31,662,06

MINEHILL AND SCHUYLKILL HAVEN RAILROAD. The following is the amount of coal transported over this road, for the week ending on Wednesday evening last 2,904,14

Per last report, 19,309,17 Total

We have great pleasure in placing before the rail- Int. to State on 500,000 road community, the following extract from a letter addressed to us by Mr. C. L. Lynds, formerly superintendent of the Troy and Schenectady railroad, and now in charge of the passenger, baggage and mail cars on the line between Albany and Rochester.

"The cars for the passenger business belonging to the roads, viz. Mohawk and Hudson, Utica and Schenectady, Syracuse and Utica, Auburn and Syracuse, Auburn and Rochester, were put into general stock, each owning according to its length, and put in charge of a general superintendent, under whose directions they are repaired, and placed

make the roads from Albany to Buffalo work as one line, little imagining at the time, that it was already more than half accomplished.

EASTERN RAILROAD.

The Portland, Saco and Portsmouth railroad company was incorporated March 14. Nov. 25, 1845. It is 51 miles long, connects with the Eastern by a bridge over the Pisca taqua river at Portsmouth, and with Boston and Maine at South Berwick, 13 miles east of Portsmouth. For the year ending Nov. 30, 1843, it divided 31 per cent., and for the past year 6 per cent. Its cost is not definitely settled, but will amount to about \$1,200, 000, a little over \$23,000 per mile. It is laid with a T rail, 56 lbs. to the yard; highest grades 35 feet per mile, passes through the towns of Keeting, Elliot, South Berwick, North Berwick, Wells, Kennebunk, Saco, 29,838 Scarborough to Portland.

Net income. 847,165.98 \$89,997.08 1844 124,497.39 74,841.25 The number of miles run being severally 102,036 and 117,008, and the expenditures 47 cents and 421 cents per mile run.

The Eastern railroad, extending from Bosto Portsmouth, N. H., 54 miles, was partially opened Aug. 28, 1838, and for the whole of 3 miles to Marblehead.

Gross income for 1844, Current exp. 53-341 pr m. run, From the road, net income, From rents, etc., do

Total surplus,

325,000.00 loan, Dividend in July, 79,887.50 91,300.00 \$196,187.50 Dividend in Jan'y, 838,393.24 Sales of property over costs, 9,344.57 Surplus of 1844, \$47,737.81 Surplus previously, 39,310.30

Number miles run 204,962, number passengers 544,994; average cost of carrying a passenger 1 mile 1.166 cents; receipt from each company per mile 3351 cents.

The preceding may be more particular for service. The repairing is done by con-than you want, but may be useful among tract, the contractor keeping the cars in order your notes for reference. It is to be regretted and clean, furnishing stoves, oil and men, at that some uniform mode of making up all certain points on the line, to examine the trains railroad accounts could not be adopted through and renew oil, etc. He makes, and is liable the country. This, and a great many other for all repairs and accidents, except such as advantages might accrue from the appointoccur from negligence or the engine leaving ment by the several railroad companies, of the track, loose bars, etc., which is a local one general agent to collect all the statistics, charge upon the road on which it happens. collate the regulations, and describe and com-The price paid him is one mill per mile for pare all the different modes of doing the same each wheel run. This is a saving to the thing on all the roads—ascertain the prices roads, and a profitable job to the contractor." and qualities of the work and materials used We said, a few weeks since, that competition would at various places, and bring together the vast amount of useful information and detail that is now lost to a great portion of this great interest. When it is recollected that each railroad has a direct interest in having all others conducted on the safest and most economical plan, because the safer and the cheaper, the larger is the amount of travel, and the more it is diffused, there would seem to be no objection to such a plan. This, and what must be done to bring it about, an annual meeting of one representative from each road at some central point in the country, it would, I think, be worth while to suggest in your Journal, and if it should be generally approved, some means might be adopted to bring it about. I make these remarks as you seem desirous of making your Journal of service to the railroad interest, leaving it entirely to your judgment to give any heed to them or not.

The gentleman to whom we are indebted for the above very interesting and friendly communication, will see that we have availed ourselves of his kind permission to the fullest extent. The idea of a general agent to collect and collate all the information which experience is daily furnishing, strikes us as most excellent, as well as practicable, at a very trifling cost to the companies. This is precisely the kind of information we should like to give in the Journal, and, this again, besides making these important results more generally known, would still distance Nov. 9, 1840, and has also a branch further decrease the expense to the companies. We shall recur to the subject, and in the mean time, beg \$337,238.46 leave to draw to it the attention of some of those gen-109,318.86 tlemen who, to our knowledge, have long had in view \$227,919.60 a general means of communication between the different railroad companies, so as to give each companies. 6,661.14 ny the full benefit of the experience of all the other \$234,580.74 companies in the Union.

THE RAILWAY SYSTEM.

A few remarks taken from an article in "The London Times on " The Railway System and the Board of Trade," will be perused with inte- perty, by altering the relative cost of transit for all the repairs essential to their machinery. The rest. We had flattered ourselves that some similar, liberal and enlarged views on "The Railway System" to be pursued in this State, would have appeared in the late message of the therefore, on a comprehensive plan is a subject Governor. But the subject of railroads-by far the most important topic which can come up be- the most extensive experience which can be for the past year. fore the Legislature for some years-is not even brought to hear upon the question will be realluded to: the Railways of New York and the and indicate the rest class, and combine Canals of Canada have been overlooked or considered unworthy of notice by their respective Governors. We regret this the more, as that sident is above reproach. But cleverness is as part of the State where the Governor resides, Northern New York, is peculiarly interested in the success and extension of the railroad system. the success and extension of the railroad system, even the collective Board can boast would be of than any heretofore in use. Several very important surveys have been made but little avail. To judge of such questions as at the expense of the State, some very incorrect these, military engineers are almost totally in-son with those engaged in the coal trade, have information has been disseminated, and much competent, unless they possess talents quite disstill more important information has been, as far as possible, withheld from the public. Now sounding names attached to various of the new we have the best authority for stating, that the schemes knows personally the truth of any one in the spring. This increase, they believe, will Governor is intimately acquainted with the re- single fact which has been stated respecting the enable them to supply the wants of the colliers, sources of the north, as well as with the proper schemes with which they are connected; and and transport as much coar as even increased they have only at any moment to sell their rade will require.

The Managers hope that they will not be bye, little understood. It is not unreasonable to have been deceived by the false representations of deemed to depart from the appropriate sphere of the deemed to depart from the appropriate sphere of the sources. suppose that he has a good general acquaintance others, in order to exonerate themselves from the their report, by reminding you that this work was with the southern counties; and he must be consequences here stated. The proceedings of commenced in 1835, a year of comparative prosaware of the extraordinary position in which the western furmer is placed, who, because he has be has aided in constructing a canal to the lakes, is now capital of their own, and supported on the state taxed to keep down the tolls on produce brought ments of those who must be responsible for them. to his own market from the cheap lands in the are left without the possibility of being able to this company was compelled to extend its work. western States. It is to the "Railway System" alone that the nor bern, southern, river, and even some of the probable evils that will attend the tors, irritated at delay and procrastination, by some of the central or canal counties can look for decisions of the Board of Trade, made, as these any substantial general improvement. We re- decisions will be, on most inconclusive evidence, ened to render fruitless all further attempts to peat that we are disappointed, mortified to find, and by persons inexperienced in the matter.' that the ablest public man in the State, in the longest message ever seen, even in this country, should have atterly neglected the subject of railroads, and passed by without remark, the wretched imposition to which the farmer must submit, in order to perpetuate the disabilities which reduce his income one half, by excluding him from the use of a communication leading to a market almost boundless in its demands.

"The course which Parliament intends to pursue with respect to railways in the ensuing session is now become a subject of great interest. To develope a sound and permanent system of Delaware has thus been carried into effect, and intercommunication suitable to the commercial an increase, not only in the trade itself, but in poses past, while such heavy outlays for the purand political situation of the country, both in its convenience, regularity, and economy, cannot fail national and continental relations, is a matter of to be attained. no inconsiderable difficulty; and this difficulty. To this great result of the past year, the Man-becomes still more perplexing by the necessity agers have to add, that the extensive improvewhich exists for repairing the errors that have ments for the shippers of coal on the Delaware be stated that the cost of the entire work and already been committed, while preserving a due are on the eve of completion, and will be entire-machinery will not, in any event, exceed \$10,regard to existing interests of so large a charac- ly prepared for use before the opening of the trade 000,000, and when it shall become advisable to ter as those already involved in these undertak-

very imperfectly comprehended by the great my of transhipment will secure the great ship-ever, will be to keep in perfect repair the road majority of persons. It is looked upon generally ping trade in coal, which has thus far exhibited and machinery, and to render productive, at the as merely a more easy mode of transporting a progressive increase in each year.

It is looked upon generatly and to reduce productive, at the as merely a more easy mode of transporting a progressive increase in each year.

It will also be seen by the report of the same place to another.

But those who look deeper into the matter discover in it a principle which been constructed to facilitate the immense traffic resulting from it, will appear by the accompany-

merce of the country-which is daily absorbing regularity and economy. the merchandise traffic to such an extent as must nliect, to an unknown degree, the value of prothe staple commodities and general merchandise its officers have rendered this arrangement high-of the country. The laying out of railways, ly beneficial. requiring the most serious consideration; and and judicious decision on this difficult subject.

The Railway Board undoubtedly contains far removed from that grasp of mind which this subject requires as it is from that practical expetinet from those of their own profession.

Not one in twenty of the owners of the highrefute the statements of their opponents, howev- In its progress, heavy floating liabilities to coner erroneous they may be. Such appear to be

READING RAILROAD.

To the Stockholders of the Philadelphia and Reading Railroad Company.

It is with pleasure the Managers communicate to you the present situation of the Company, and the progress of the work under their charge during the past year.

By reference to the annexed report of the engineer, it will be seen that the double track has been completed from the terminus of the road, in panying statement of the treasurer. Schuylkill county, to the coal depot at Richmond, on the river Delaware.

The original design of connecting the coal region by a double track railway with the river Delaware has thus been carried into effect, and

of the engineer, that they afford conveniences of pacity for business will be almost unlimited. The full effects of the railway system are but the highest order, and with the ease and econovery imperiectly comprehended by the great my of transhipment will secure the great ship-

is fast producing a change on the whole com- of the road, and to give to each portion greater

The workshops have been enlarged with advantage, and the company is now able to make our mineral productions and our manufactures, delay and expense that necessarily follow the which form so important an item in the value of employment of those not under the charge of

The report of the Superintendent of Transportation exhibits the increase of the machinery

The engines are of the first class, and combine equal distribution of weight, with an increase of power, is attained, and experience has shown some clever men, and the character of the Pre-them to be peculiarly adapted to the heavy tonnage of the road.

Great advantages, it is believed, will result from the use of the iron coal cars. They possess rience without which far greater talents than greater durability, and have less useless weight,

The arrangements made for the ensuing searendered it necessary that the managers should increase the machinery. They have, therefore, contracted for six hundred additional iron coal cars, and four new engines, to be delivered early schemes with which they are connected; and and transport as much coal as even the increased

> place to the coal region. The financial disasters of the ensuing years frustrated their designs, and tractors and others were incurred. The credilegal proceedings, carried to extremity, threatprosecute the undertaking, and the prostration of the company was confidently predicted as inevitable.

> Notwithstanding these embarrassments, the work gradually progressed, until the original design may now be deemed fully accomplished.

> The heavy outlays for construction account, cars, and engines, combined with the settlement of old claims, arrears of interest, land damages, law expenses, &c., have added greatly to the cost of the work, as will be seen by the accom-

> It will be further increased by the payment for the cars and engines contracted for, the completion of the wharves at Richmond, and the settlement of some claims still unadjusted.

pected, but the stockholders will naturally be To this great result of the past year, the Man-desirous of knowing when this increase of debt is to terminate. In answer to this inquiry, it may of next season. It will be observed, by the report increase the expenditure to this amount, its ca-

The immediate object of the managers, how-

Total tonnage of Road, from May. 1838,

to present date, in tons of 2000 lbs. 1,141,236

AME	RICAN	RAIL
ing statements. The gross receipts for that period exceed those of the preceding year 46 period exceed those of the preceding year 46 percent., although the work was, in many essential respects, unfinished. Without double track and sufficient machinery, and with limited shipping facilities, the Company, during the greater portion of the past year, was compelled to relinquish many valuable opportunities for increasing its business, and the ensuing season will be the first in which its merits, as an investment, can be fairly demonstrated. The cost of transporting coal during the past year under the disadvantages already mentioned, has been reduced to 41 % cents per ton, a saving of 43 cents per ton on the expense of the previous season. New sources of revenue have also been secured by connections with important portions of the mining districts, and the company will be enabled, for the future, to send their cars to every mine in Schnylkill county. The advantage of having the coal transported direct from the colliery to the vessel, without transhipment is apparent, and seems universally appreciated, as all engaged in the trade have been tound desirous to contract with the company for the ensuing year. In conclusion, the Managers feel that they may justly congratulate the stocklic liers up in the present situation of the company. The works are on the eve of completion They afford every facility for trade and profit, and in construction and revenue may rank as the first of the local improvements of Pennsylvania. They do not believe that an institution can fail to be successful, when its prosperity is based upon a well-ascertained ability to furnish with speed, economy, and convenience, an article demanded by the interests and necessities of each citizen. Statement of the Affairs of the Philadelphia and Reading Railroad Company, made up from the Balance Sheet of the Ledger, to Dec. 1st.	By Notes per Coal Cer Bonds an Estate, Superinto tion, Engineer Engineer But	PERINTEND wing repor ult., is resp d with the and with the from merc neers 19 pe each item is the B. exhibit and statemer several ite en that the ransportation the manufar y, two fror and one fr o.) Their s and one fr o.) Their s the transportation the manufar y, two fror and one fr o.) Their s the transportation the manufar y, two fror and one fr o.) Their s the transportation the manufar y, two fror and one fr o.) Their s the transportation the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr o.) Their s the manufar y, two fror and one fr
To Railroad Locomotive Engines and Cars, and Real Estate, \$9,398,354 96 " Sundry Accounts, 43,862 44	dents.	of transport and cars, ha

. I have of the appending year 46 yer	sundry persons, 77,546 25
riod exceed those of the preceding year 46 per cent., although the work was, in many essential	316, 91 00
respects, nufinished. Without double track and	By Notes payable, 139,576 94
sufficient machinery, and with limited shipping	" Coal Certificates, 18,200 00
facilities, the Company, during the greater por-	" Bonds and Mortgages on Real
tion of the past year, was compelled to relinquish	Estate, 126,650 00
many valuable opportunities for increasing its	" Superintendent of transporta-
business, and the ensuing season will be the first	tion, 30,852 15
in which its merits, as an investment, can be	" Engineer, 6,802 44
fairly demonstrated.	
The cost of transporting coal during the past	Total, \$9,457,569 64
year under the disadvantages already mentioned,	
has been reduced to 41 % cents per ton, a saving	1
of 43 cents per ton on the expense of the previous	Superintendent's Report.
season.	The following report, for the twelve months
New sources of revenue have also been se-	ending 30th ult., is respectfully submitted.
cured by connections with important portions of	Compared with the year ending Nov. 30th,
the mining districts, and the company will be	
enabled, for the future, to send their cars to every	the revenue from merchandize 12 per cent.; and
mine in Schnylkill county.	from passengers 19 per cent. The business of
. The advantage of having the coal transported	the road in each item is shown in detail in State-
direct from the colliery to the vessel, without	ment A.
transhipment, is apparent, and seems universally	Statement B. exhibits the expenses of the de-
appreciated, as all engaged in the trade have	partment, and statement C. the apportionment of
Leen found desirous to contract with the company	them to the several items of business, by which
for the ensuing year.	it will be seen that there has been a reduction in
In conclusion, the Managers feel that they may	the cost of transportation.
justly congratulate the stockle Llers up in the pre-	Statement D. shows the machinery now on
sent situation of the company. The works are	the road. During the past year, it has been in-
on the eve of completion They afford every	creased by nine six-wheeled locomotive engines;
facility for trade and profit, and in construction	(six from the manufactory of Messrs. Baldwin
and revenue may rank as the first of the local	& Whitney, two from that of Messrs. Norris
improvements of Pennsylvania.	& Brothers, and one from the Newcastle Manu-
They do not believe that an institution can	facturing Co.) Their average load has been 100
fail to be successful, when its prosperity is based	coal cars, laden with 380 tons coal. During the
upon a well-ascertained ability to furnish with	same period, 856 iron coal cars have been pro-
speed, economy, and convenience, an article de-	cured, weighing 2 tons 8 cwt. each, and carry-
manded by the interests and necessities of each	ing 5 tons of coal; also, 8 wooden coal cars, and
citizen.	57 cars for the transportation of merchandize.
	Statement E. exhibits the working and cost of
Statement of the Affairs of the Philadelphia and	repairs of the locomotive engines.
Reading Railroad Company, made up from	Statement F. shows the cost of repairs of the
the Balance Sheet of the Ledger, to Dec. 1st,	freight, passenger, and coal cars, including the
1844— .	renewal of those injured and destroyed by acci-
m n ii li n i n i li l	dents.
To Railroad Locomotive Engines and Cars, and	The cost of transporting coal, including repairs
Real Estate, \$9,398,354 96	
	of engines and cars, has been 41 8 cents per ton,
Real Estate, - \$9,398,354 96 "Sundry Accounts, - 43,862 44	
" Cash, Balance on hand, - 15,352 24	of engines and cars, has been 41 % cents per ton, exceeding by 1 % the estimate in my last annual report.
" Cash, Balance on hand, - 15,352 24	exceeding by 1,8 the estimate in my last annual
" Cash, Balance on hand, - 43,862 44 " Cash, Balance on hand, - 15,352 24 Total, \$9,457,569 64	exceeding by 1 % the estimate in my last annual report.
Total, \$9,457,569 64	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new en-
Total, \$9,457,569 64	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed
Total, \$9,457,569 64 By Stock Shares, 40,200 at \$50, \$2,010,000 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed)
Total, \$9,457,569 64 By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans,	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed
Total, \$9,457,569 64 By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, incon-	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00	exceeding by 1.% the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. pay-	exceeding by 1.% the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton.
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do payable 1845, - 44,250 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00 " do do 1839-40, conv. do. 1850, 1,956,500 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00 " do do 1839-40, conv. do. 1850, 1,956,500 00 " do do 1839, £117,500, conv.	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation.
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00 " do do 1839, £117,500, conv. payable 1850 564,000 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation.
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00 " do do 1839-40, conv. do. 1850, 1,956,500 00 " do do 1839, £117,500, conv. payable 1850, - 564,000 00 " do do 1843, £208,000, mort.)	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Read-
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00 " do do 1839, 4217,500, conv. payable 1850, - 564,000 00 " do do 1843, £208,000, mort. do. 1850, 1,250,200 00 " do do 1843, £208,000, mort. do. 1850, 1,250,200 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 " do do 1842, do do 1847, 383,700 00 " do do 1839-40, conv. do. 1850, 1,956,500 00 " do do 1639, £117,500, conv. payable 1850, - 564,000 00 " do do 1843, £208.000. mort. & do 998,400, pay'l 1860, " do do of 1843, mort. & do 1,352,900 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844.
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 10 do do 1842, do do 1847, 383,700 00 10 do do 1839, £117,500, conv. 10 payable 1850, - 564,000 00 10 do 1843, £208.000. mort. 2 do 998,400, pay'l 1860, do do of 1843, mort. & do 354,500	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. Statement A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844.
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Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, 44,250 00 do do 1842, do do 1847, 383,700 00 do do 1839, £117,500, conv. payable 1850, - 564,000 00 do do 1843, £208.000. mort. & do 998,400, pay'l 1860, do do 1843, mort. & do 354,500 do do 1844, mort. & do pay'l 1860, - 1,398,500 00	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Total amount of coal transported in tons of 2240 lbs.
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Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 10 do 1842, do do 1847, 383,700 00 11 do do 1839, £117,500, conv. 12 payable 1850, - 564,000 00 13 do do 1843, £208.000, mort. 13 do 998,400, pay'l 1860, do do 1844, mort. & do 354,500 10 do do 1844, mort. & do pay'l 1860, - 1,398,500 00 10 do do 1836, £196,000, mort. & do pay'l 1860, - 940,800 00 Total of Loans, By Sundry Accounts— Due sundry persons, - 54,139 56	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Total amount of coal transported in tons of 2240 lbs. Do do mdze. do 2000 lbs. 20,472 Do do of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946 sills, 9.377 tons iron, 6,363 stone for bridges, water pipe,
Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 10 do 1842, do do 1847, 383,700 00 11 do do 1839, £117,500, conv. 12 payable 1850, - 564,000 00 13 do do 1843, £208.000, mort. 13 do 998,400, pay'l 1860, do do 1844, mort. & do 1354,500 10 do do 1844, mort. & do pay'l 1860, - 1,398,500 00 1860, - 1,398,500 00 187 Total of Loans, \$6,640,900 00 Total of Loans, \$6,640,900 00 By Sundry Accounts— Due sundry persons, - 54,139 56 Obligations issued for settlement of	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Total amount of coal transported in tons of 2240 lbs. Do do mdze. do 2000 lbs. Do do of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946 sills, 9.377 tons iron, 6,363 stone for bridges, water pipe, and sundry other materials, in tons
Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, 44,250 00 6 do 1842, do do 1847, 383,700 00 6 do do 1839-40, conv. do. 1850, 1,956,500 00 6 do do 1839, £117,500, conv. 6 payable 1850, - 564,000 00 6 do do 1843, £208,000, mort. 6 do 998,400, pay'l 1860, 40 do do 1843, mort. & do 7 do do 1844, mort. & do pay'l 7 do do 1836, £196,000, mort. & do pay'l 1860, - 1,398,500 00 7 Total of Loans, \$6,640,900 00 By Sundry Accounts— Due sundry persons, - 54,139 56 Obligations issued for settlement of arrears of interest due in Eng-	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Poltsville Railroad, for 12 months ending November 30th, 1844. Tonnage. Totat amount of coal transported in tons of 2240 lbs. Do do mdze. do 2000 lbs. Do do of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946 sills, 9.377 tons iron, 6.363 stone for bridges, water pipe, and sundry other materials, in tons of 2000 lbs.
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, 44,250 00 10 do do 1842, do do 1847, 383,700 00 11 do do 1839, £117,500, conv. 12 payable 1850, - 564,000 00 13 do do 1843, £208.000. mort. 13 do do 98,400, pay'l 1860, do do of 1844, mort. & do pay'l 1860, - 1,398,500 00 14 do do 1844, mort. & do pay'l 1860, - 240,800 00 Total of Loans, \$6,640,900 00 By Sundry Accounts— Due sundry persons, - 54,139 56 Obligations issued for settlement of arrears of interest due in England July 1st, 1846, - 113,957 55	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Total amount of coal transported in tons of 2240 lbs. Do do mdze. do 2000 lbs. Do do of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946sills, 9,377 tons iron, 6,363 stone for bridges, water pipe, and sundry other materials, in tons of 2000 lbs. Total tonnage for year, including weight
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 10 do do 1842, do do 1847, 383,700 00 11 do do 1839, £117,500, conv. 12 payable 1850, - 564,000 00 13 do do 1843, £208.000. mort. 13 do do 98,400, pay'l 1860, do do do 1844, mort. & do pay'l 1860, - 1,398,500 00 14 do do 1844, mort. & do pay'l 1860, - 1,398,500 00 15 do do 1836, £196,000, mort. & do pay'l 1860, - 540,800 00 Total of Loans, \$6,640,900 00 By Sundry Accounts— Due sundry persons, - 54,139 56 Obligations issued for settlement of arrears of interest due in England July 1st, 1846, - 113,957 55 Due for Loc. Engines and Cars to	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Totat amount of coal transported in tons of 2240 lbs. Tod of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946 sills, 9.377 tons iron, 6.363 stone for bridges, water pipe, and sundry other materials, in tons of 2000 lbs. Total tonnage for year, including weight of passengers, in tons of 2000 lbs. Total tonnage for year, including weight of passengers, in tons of 2000 lbs.
Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 10 do 1842, do do 1847, 383,700 00 11 do do 1839-40, conv. do. 1850, 1,956,500 00 12 do do 1839, £117,500, conv. 13 payable 1850, - 564,000 00 13 do do 1843, £208.000, mort. 13 do 998,400, pay'l 1860, do do 1844, mort. & do pay'l 1860, - 1,398,500 00 14 do do 1844, mort. & do pay'l 1860, - 1,398,500 00 15 do do 1836, £196,000, mort. & do pay'l 1860, - 540,800 00 Total of Loans, \$6,640,900 00 By Sundry Accounts— Due sundry persons, - 54,139 56 Obligations issued for settlement of arrears of interest due in England July 1st, 1846, - 113,957 55 Due for Loc. Engines and Cars to the Proprietors of Locks and Ca-	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Total amount of coal transported in tons of 2240 lbs. Do do mdze. do 2000 lbs. Total transported in tons of 20472 bo do of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946 sills, 9.377 tons iron, 6.363 stone for bridges, water pipe, and sundry other materials, in tons of 2000 lbs. Total tonnage for year, including weight of passengers, in tons of 2000 lbs. Total annount of coal transported, to
Total, \$9,457,569 64 Total, \$9,457,569 64 Cr. By Stock Shares, 40,200 at \$50, \$2,010,000 00 By Loans, 6 per cent. Loan of 1841, inconvertible, payable 1843, - 250 00 6 per cent. Loan of 1841, do. payable 1845, - 44,250 00 10 do do 1842, do do 1847, 383,700 00 11 do do 1839, £117,500, conv. 12 payable 1850, - 564,000 00 13 do do 1843, £208.000. mort. 13 do do 98,400, pay'l 1860, do do do 1844, mort. & do pay'l 1860, - 1,398,500 00 14 do do 1844, mort. & do pay'l 1860, - 1,398,500 00 15 do do 1836, £196,000, mort. & do pay'l 1860, - 540,800 00 Total of Loans, \$6,640,900 00 By Sundry Accounts— Due sundry persons, - 54,139 56 Obligations issued for settlement of arrears of interest due in England July 1st, 1846, - 113,957 55 Due for Loc. Engines and Cars to	exceeding by 1 % the estimate in my last annual report. The greatly increased power of the new engines. (their load exceeding the average of 1843, 218 tons.) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season.) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton. It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation. STATEMENT A. Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844. TONNAGE. Totat amount of coal transported in tons of 2240 lbs. Tod of all materials for use of Road, and laying 2d track and turnouts, including 77.065 cubic yds. earth for wharves, 128,946 sills, 9.377 tons iron, 6.363 stone for bridges, water pipe, and sundry other materials, in tons of 2000 lbs. Total tonnage for year, including weight of passengers, in tons of 2000 lbs. Total tonnage for year, including weight of passengers, in tons of 2000 lbs.

PASSENGER TRAVEL.	1
Total No. of passengers transported	during the
year,	- 66.503
Do do miles travelled, by same	, 3,159.909
Equal to, in through passengers,	
GROSS RECEIPTS OF ROAD.	448.508.91
" passenger travel,	92,362 15
" freight on merchandize	49,292 76
GROSS RECEIPTS OF ROAD. From freight on coal, \$ passenger travel, freight on merchandize transportation of U. S. mail,	7,416 66
" miscellaneous, - !	32 57
Total, S	597,613 05
Total,	097,013 03
STATEMENT B.	
Gross Expenses of the Transportation	on Depart-
ment of the Philadelphia and Rea	iding Rail-
road for the 12 months ending Nov	ember 30m,
RUNNING ACCOUNT.	
Wages of Engineers, Conductors,	
Firemen, Brakenien, and Train-	
	\$53,922 40
	53.396 88
Do Anthracite Coal, Dil for all purposes, 12,149 gallons,	3.606 20° 11,0°:8 50
Tallow and Grease, for Cars, &c.,	11,0.0 00
27,021 lbs	1,779 13
27,021 lbs	
tolls paid State,	17,243 21
Do do do hauling across	1 000 00
Schuylkill Bridge, Hauling Cars in Broad street, Phil-	1,098 00
adelphia,	1,430 57
Renewals, articles on Coal Trains,	1,400 01
Ropes, Lamps,	681 06
Coal left on Road short of consign-	
ment, from broken axles and other	1
causes, used by Co. in Water Sta-	1 210 50
tions, Stationary Engines, &c., Loading and unloading wood and	1,718 50
freight, wharfage on wood,	2,732 07
Cotton waste, for engines and shops,	628 69
Goods lost, stolen, or damaged, -	627 54
Sundry petty expenses during the	
year,	382 01
	150,274 76
WORKSHOP ACCOUNT.	100,214 10
Wages of all mechanics at repairs,	
engines, cars, &c., Bills of bar iron, steel, and hard-	\$37,482 11
DOI 61 1 1 1 1 1 1	
Bills of bar iron, steel, and hard-	
ware,	13,176 48
ware, Iron castings, (previous to erection	13,176 48
ware, Iron castings, (previous to crection of foundry.)	13.176 48 1.057 46
ware, Iron castings, (previous to erection of foundry,) Timber and lumber,	13,176 48
ware, Iron castings, (previous to erection of foundry,) Timber and lumber, Tires, and sundry materials for en-	13,176 48 1.057 46 3.088 17
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars,	13.176 48 1.057 46
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where,	13,176 48 1.057 46 3.088 17
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu-	13.176 48 1.057 46 3.088 17 3.318 18 736 93
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous,	13.176 48 1.057 46 3.088 17 3.318 18 736 93
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 68 2.294 06
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen, Bills of cutting wood,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 88 2.294 06 5.977 68
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen, Bills of cutting wood, Coal for water stations,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 68 2.294 06 5.977 68 404 79
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for engines and cars, Bills of work and repairs done elsewhere, Coal for smith shops, chiefly bituminous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen, Bills of cutting wood, Coal for water stations, Pumping water by horse power, and	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 88 2.294 06 5.977 68 404 79
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen, Bills of cutting wood, Coal for water stations, Pumping water by horse power, and water rents,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 88 2.294 06 5.977 68 404 79 517 72
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen, Bills of cutting wood. Coal for water stations, Pumping water by horse power, and water rents, Materials and work for Depots,	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 88 2.294 06 5.977 68 404 79
ware, Iron castings, (previous to erection of foundry.) Timber and lumber, Tires, and sundry materials for en- gines and cars, Bills of work and repairs done else- where, Coal for smith shops, chiefly bitu- minous, Sundry petty expenses, DEPOT ACCOUNT. Wages, depot hands, cutting wood, pumping water, and tending trains, Wages of watchmen, Bills of cutting wood, Coal for water stations, Pumping water by horse power, and	13.176 48 1.057 46 3.088 17 3.318 18 736 93 1.595 34 128 49 \$60,584 16 \$19.429 88 2.294 06 5.977 68 404 79 517 72 901 63

OFFICE AND SUPERINTENDENCE ACCOUNT Stationery, \$652	COAL CARS. 46 856 4-wheeled iron coal cars.	Cost of all materials, new axl
	24 1,600 do wooden do.	iron, steel, timber, &c., -
Subscription to and advertising in		Wages of mechanics, -
	80 2,456 in all.	Sundries, paints, varnish, &c.,
Furniture, materials, rent, and sun-	FREIGHT CARS.	
	17 52 4-wheeled covered house cars.	Total per year,
Salaries of all officers, agents, and	189 4 do open truck do.	No. gallons oil used by passenge
clerks in department, - 12,313		No. pounds tallow used by do
610.057	22 8 do open truck do.	RAILWAYS AND THEIR MAN
\$13,657	265 in all.	
Total \$054 100	00	As I observe you request yo
Total, \$254,102		ents to make their remarks
STATEMENT C.	12 8-wheeled passenger cars. 2 4 do do do.	continue the subject of railw
		management. It is a subject
Actual Expenses of the Transportation Depo	69 9	
ment of the Philadelphia and Reading R road, for 12 months, ending Nov. 30, 1844.	19 in all.	citizens are interested, inasmuc
- 1		applications before our counci
Transportation of 421,958 tons of coal, from o		rails in Broadway, and also
region to Richmond, junction with state ro and other points, at 41 % cts., \$176,378		an avenue on the west side of t
and other points, at 41 to cts., \$176,378 Expenses of transportation between	Tronder and Telephone of Education	
junction with state road and com-	during the 12 months ending November 30th,	· · · · · · · · · · · · · · · · · · ·
pany's depot in Philadelphia, in-	1844. REPAIRS OF ENGINES.	destined to reach the city via. I
cluding tolls paid state, hanling	Cost of all materials used, iron, brass, steel, tim-	the southern tier of counties.
across bridge, hauling in Broad	ber, &c., \$12,576 22	
street, and tolls paid city, in all, 22,086	Wages of mechanics at repairs, - 12,993 94	
Transportation of 33,979 through	Proportion of superintendence, oil,	not follow the plan adopted b
passengers between Pottsville and	tools, paint, &c., &c., 2,163 26	company in laying down their
junction with state road, at 37,3c. 12,674	17	is some excuse for the first boa
Transportation of 20,472 tons mer-	Equal to 42 cents per ton. Total	of the Harlem company, as al
chandize between Pottsville,	cost for year, \$27,733 42	
Reading, and other points, and	WORKING OF ABOVE ENGINES.	was to take up and set down
state road, at 64,7 cents 13,245	Total No. miles ran by coal and freight en-	the street between the Bowery
Superintendence, including salaries	gines, 504,219	but it is folly for a set of sane
of all officers, clerks, and coal	Do do ha light 4 mhash angines 100 000	
agents at depots, 12,918	91	a roug to winto r rains, and t
Pay of watchmen at depots, engine houses, and switches, - 2,294	Total number miles ran, 613,041	legislature to give them a char
Office expenses, including coal for	1 otal No. tons, not including engine	when they have not room to de
fires, materials, &c., - 2,230	or tender, hauled one mile, - 108,080,152	business for half the county of
Work and materials for repairs of	Average weight of down loaded coal	on the limited space of ground
depots, pumps, &c.,	trains, not including engine or ten-	
Sundry petry expenses, running ex- 720	der, in tons, 348 6	street, which they often fully
tra engines, &c., 1,600	Do do up empty do do 137	their hay and iron, contrary to
	Do do passsenger train do 28 1	of this city. Such manageme
Actual net expenses for year, \$244,149	Quantity of oil used by engine and	truth of the remark I have hear
Add for materials on hand, Novem-	tender, with above average coal trains, per trip of 90 miles, in	
ber 30th, 1844, as follows	ouarte A41	they are above law, and look
Wood, 6,500	Quantity of oil used by light engines	their stock more than to the a
Bar iron and steel, - 2,516	running presenger and cill trains	of the public, or profit to their
Engine gearing, tubes, &c 2,262	No per 00 miles in querte - 964	This would really appear to
Car gearing, wheels, springs, &c., 1,200	Total No. trips of passenger trains, 736	
lead, &c., 1,085	Total No of miles ran by angines	our citizens would not have st
Timber and lumber, - 930	10 from May, 1838, to November 30,	miserable manner in which t
Bituminous coal, 371	70 1844, 1,460,680	laid through our streets, part
Anthracite coal, 315	50 Total No. of tons hauted one mile,	crossings. It is very custom
Tires, axles, &c 1,824	not including engine or tender.	
	between above dates, 195,524,253	young and the old prostrated b
\$17,037	47	elevation of the rails above gr
Deduct amount of same on hand,	STATEMENT F.	falls you must often have obser
Nov. 30th, 1843, 7,084	A ?	
	Repairs of Coat, Freight, and Passenger Cars,	windows. If my memory ser
\$9,953	during 12 months, ending November 30th,	
Gross expenses for year, \$254,102	09 1844.	the raised iron rails, the sever
	REPAIRS AND RENEWALS OF COAL AND FREIGHT	discharging his gun.
STATEMENT D.	CARS.	
Amount of Running Machinery on the Philad	Cost of materials, iron, brass, steel,	The depot of the Western r
phia and Reading Railroad, Nov. 30, 184	Q10,303 10	bany contains some twenty ac
	Do timeet and mineting	quantity at Boston. The freig
8 4 & 6-wheeled light engines for passen	Wages of mechanics, 16,405 74	
trains and light duty:		cover a space three times as la
29 6 & 8 do engines for hauling coal and freig	&e., 3,315 72	hall, besides a large house for
1 4 do do made in 1837, and used for kyan	16.	In Baltimore they have also tw
ing timber.	Making an average cost, per ton hauled, of	
	s' 5 ocents.	
9 6 do do of the heaviest class used for Fa		
9 6 do do of the heaviest class, used for Fa grade, and hauling coal.	137 11	of ample dimensions, and in
9 6 do do of the heaviest class, used for Fa grade, and hauling coal. 47* in all.	137 11	forty acres, at Richmond, to d

ASSENGER CARS. xles,

\$1,558 85 1,204 16 345 36

\$3,108 37 er cars, 1,206 do

NAGEMENT.

our correspondby Monday, I ways and their t in which our ch as we have ils to lay down to appropriate the city, as the reight, and that Piermont, from s. Both these trust they will by the Harlem r rails. There ard of directors all their design passengers in y and Harlem; e men to extend to apply to the arter to Albany, do freighting of Westchester nd in the open y occupy with o an ordinance ent argues the ard made "that to the rise of accommodation stockholders." be the case, or submitted to the their rails are ticularly at the nary to see the by the needless round. These rved from your erves me, a rein driving over rity of the jolt

railroad at Alcres, and a like ght warehouses arge as our city for-passengers. wenty acres for epots in Boston n Philadelphia do a coal busi-25,310 ness. This being the case their is little forecast, if not great ignorance, in a direction that their proceedings. It is true, it is said they hitch will be from Greenfield to Brattleborough. attempts to palm off this road upon the pub- "are above law;" this may account for their 25 miles, where it will strike the extension of lic as the stem or terminus of railways from infringement on the statute, year after year. New Haven, from Albany, and the southern The management which produced the pretier of counties. The termination of the Har-sent financial situation of this company, (to lem road has not accommodation even for our be found in the printed statement, made by city travel. It is now six days since the snow a committee of the stockholders, 15th Oct., storm, and yet, strange to relate, such is the 1841,) may be a useful beacon to other comparsimony or want of means of this company, panies. Its details up to the present time, \$50,000, to construct a magnetic telegraph that they have not cleared off their track, al-may claim my attention, to show the error in though their is any number of laborers, at selling their own unissued stock, greatly unhalf price, to do this needful work, in default der par, and contrary to law, to raise money of snow ploughs and motive power. For to pay debts; thus placing the stockholders the credit of the railway cause, in a city like who have paid 100 cents for stock, on a par It is supposed to be more than were ever made this, it should have been accomplished with those who purchased from the company in the same period, at any one establishment in promtly. The New Jersey railroad and "2,980 shares at 294, and 8,150 shares at the United States, from the iron ore. - U. S. Gaz. Transportation company cleared out the long rates from 39% to 58 cents on a dollar," Transportation company cleared out the long rates from 39% to 58 cents on a dollar." A GREAT. INDIAN RAILWAY.—Our attention pass on Bergen hill the day after the storm, alluded to (1999) the report has been drawn to a series of statistics, on although ten or twelve feet of snow was drift isted for a resort to the unissued stock, and for ing, to be called the "Great Indian Railed into the extended cut. The great western making sales of it, below par, it would have way," from Bombay to Coringa, (on the Bay shire mountains, was cleared out the day afby fairness and good faith, to have first made
ter the storm. The Springfield and Namith facts the interest of the interest made ter the storm. The Springsield and New the facts, (the indebtedness of the company) the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the reach of branch communication, some of the whole the who also cleared I believe in one day; yet we find the Harlem railroad company obliged to abandon their cars for sleighs! thus plac-the State of Maryland personally to inspect the ing themselves on a par with the omnibus Chesapeake and Ohio Canal from Dam No. 6, have successfully competed with the railroad! Cumberland .- Nat. Intel.

The inhabitants of Harlem complain, and way company to refuse to commute by the ing an untrammelled right of way to the Balti-the entire Peninsula-for the distance between Westchester also object that the rates charged points of view which control in new them for the freight on milk, etc., is double, attentive, and, we hope, favorable consideration of that fertile, but now neglected region, can be proportioned to the distance, to the prices Pitt burg and Western Pennsylvania have a made available. By the present modes of conproportioned to the distance, to the prices charged on the Erie railroad; and that there

I have called this road one of promise. This name is derived from a report of one of its presidents, who stated that the income "estimated for 1838 would be \$211,816

" 1839 296,544 " 1840 415,162."

The president alluded to made the following as this income seems to be, it nevertheless, eral estimate, made some years ago, the entire to a certain extent, is sustained by arithmetical deductions, hard to be disputed, however difficult to be believed." Other presius see the performance.

CHESAPEAKE AND OHIO CANAL. - The Williamsport Banner says that the Committee re-cently appointed by the House of Delegates of line on the 3d avenue, who at the same prices are, upon the evidence thus obtained, almost unanimously in favor of completing the work to

From a friend at Harrisburg we have received with reason, that they are not accommodated, a copy of the memorial which has just been preand that an unwise policy prompts the rail. sented to the legislature of Pennsylvania by the year, except at double the rates charged by more and Olio Railroad Company through that the eastern side and Bombay renders the former Murphy's stages. The farming interest in state to the western waters .- It is a well written, unapproachable by the present modes of conveypoints of view, which cannot but obtain for it an way communication that the numerous products deep interest in this matter, and the legislature veyance cotton has to be transported 500 miles owes it to that section of the state to place it on to the coast to be carried by sea to Bombay is not the requisite accommodation afforded a proper footing as a competitor for the site of to them to transfer their agricultural produce, the western terminus of our great railroad.-

The Belfast Journal speaks favorably of a monient to commence the road at the line. The projected railroad, while it would enrich a large section of country, increase the value of farms and other property, and open new and extensive remark, (1st Jan., 1837, p. 15,) "Enormous ment to the stockholders. By a careful and libcost of the road was put down at \$2,500,000.

> CONNECTICUT RIVER RAILROAD .- The Greenthe Directors express their belief that, "if no un-

the Boston and Fitchburgh Railroad, and thus give to the Vermonters, as well as to the people of Central Massachusetts, a choice of markets between Boston and New York, on nearly equal terms .- Jour. of Com.

Among the notices of applications to the Legislature, published in the New Jersey papers, is one to incorporate a company, with a capital of across the state, between New York and Philadelphia.

At the Duncannon Iron Works, Perry county, there were made and packed during the last two weeks, about two thousand casks of nails.

of India. The area of country from which the project is to be supported is stated to contain a population of more than ten millions, while the known traffic, in its present irregular and halfdeveloped state, presents a very imposing aggregate of tonnage.

In forming their estimates, the promoters of the undertaking have taken the Reports of the Bombay Chamber of Commerce as their basis -and from these it appears that there is a present traffic, to and from Bombay, of no less than 187,343 tons, the articles chiefly cotton and salt. Pittsburg Board of Trade, on the subject of grant- This result is drawn from little more than half ance, and it is only through the facilities of railor to Mirzapore, on the Ganges, whence it has to descend that river 700 miles to Calcutta.

The destruction and delay arising from journies of this duration, the cotton being conveyed project of establishing a railroad from Helfast to by droves of small oxen, at the rate of 10 miles Quebec. The route is already surveyed, and a day, form a serious item in the accumulation by droves of small oxen, at the rate of 10 miles the people of Quehec are ready at any suitable of the expense at which the raw material is mount to commence the road at the line. The shipped. To obviate this is one great feature of the undertaking. Some idea may be formed of the importance of this object from the fact, that while the present cost of conveying cutton from Nagpore to the port of shipment is from £14 to £20 a ton-the charge by railway of 2d. per ton

per mile would be about £4 3s. 4d.

Besides the actual traffic now in existence, there are several sources of revenue which may be ultimately, if not for the present, relied on. field and Northampton (Mass.) Railroad Com-pany has been incorporated. The surveys have time, in order to become familiarised with so dents have also promised great results. Let been completed, most of the stock is taken, and complete a change in their established habits of locomotion. But prejudice, however deeply toward circumstances shall occur, the shrill rooted, must ultimately yield to the enormous An official report to the legislature of 1840, whistle of the engine and the rattling of cars difference both in time and expense, that a conshows that the receipts for 1839, instead of will be heard along the line of the road, before trast of the railway will present to their present \$296,544, were \$99,784: and the expenses the next Thanksgiving shall be kept by the peo\$104,068. Since 1840, I have in vain looked ple." When this road is finished, there will be conveyed entire, through the aid of a continuous line of railroad from New Haven for the annual reports, required by law, of to Greenfield—distance 100 miles. The next Calcutta in four days.

The great desideratum of all, however, to be considered is the ultimate development of inter-nal resources now neglected—the promotion of intercourse with the inhabitants of other countries, and the consequent removal of baneful prejudices, which are the real flarrier against the course of civilization .- Railway Times.

ATHLONE NEW BRIDGE —On Saturday, the 9th November, a new bridge crossing the Shannon in the town of Athlone, specied under the Shannon Commission, was obened to the public at one o'clock, p. m. and the old bridge, crected in the days of good Queen Bess, closed for ever at three o'clock. The ancient structure, which was placed at the lowest point of the town, and shallowest partion of the river, was a long range of small semi-circular unequel arches, carrying a stripe of roadway so narrow as scarcely to ala stripe of roadway so narrow as scarcely to allow a single carriage to pass, with recessed parapets, and of that inconveniently picturesque character which marked the work of early bridge builders. It was directly under the guns of the citadel or ancient fort, and was the scene, or connected with the events of some of the most stirring passages of Irish history. An ancient inscription stone, now presented to the Royal Irish Academy collection of antiquities, recorded some of those, and alluded to others in a style which the present town council of Athlone did not consider sufficiently complimentary for its Railway Iron, flat bars, with countersunk re-erection on the new bridge. The site of the new bridge is higher up the river, to the northward of the old; it is wholly from the designs of Thomas Rhodes, Esq., civit engineer to the 280 commissioners, who has judiciously placed the roadway at such a level as will avoid hereafter that tremendous descent into the bowels of the lower town as all who have passed the old bridge will recollect. The new bridge consists of 3 noble elliptic arches, each of 63 feet span, together with a cast iron swivel bridge, resting on heavy abutments, of 45 feet span, and 24 feet width of roadway; the general width of roadway is about 30 fect, with flagged footways of six feet at each The material is limestone of the finest colour, scantling, and texture, and the style of execution of every part, and the skill with which 54 and 60 inches diameter. difficulties of no ordinary character in constructing the underwater work were met and overcome by the contractor. Mr. John M'Mahon, are in the highest degree admirable. The average depth of water under the bridge is about 18 feet, diameter. and when it is stated that the large coffer dams were driven and standched upon a bottom of links, manufactured from the E. V. coarse open grave, admitting water like a sieve, bolts, and proved at the greatest strain. these difficulties will be appreciated by those acquainted with practical engineering. The swiv-cl b idge was constructed and erected by Messrs. John and Robert Mallet, iroa founders and engiocers, of Dublia, and its execution has met the highest appropation from the engineer and commissioners. Although the width of roadway is so great, and the weight of the mass of fram-ing, upwards of 300 tons, either leaf of the brilge can be opened or closed by a single man est notice, by the agency of one of our partin about a minute. The largest castings proba-bly ever made in this country occur in this structure; each of the traverse rings, which measure 24 feet across, weighs about 16 tons. Four of these rings, each of this large diameter, were turned in a lathe constructed for the purpose in the foundry, in order to render the bearing surfaces for the rollers true and polished. The style of the bridge is of the massive Roman order, and viewed from the ancient one hears much of that aspect of repose and grandeur which pre-enjocativ characterise London Bridge, that noblest building of its class which the hand of man has yet constructed .- Civil Engineer.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. John S. Darcy, Esq., President. J. P. Jackson, Esq., Secretary.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY		DUNI	DAY.
Corutland street,	A. M.;	P. M.	A. M.	P. M.
" Elizabethtown	9, 11, 12 9, 11	2. 3. 43-4. 6		
" Rahway	9, 11	3, 43-4, 6		
Leave New Brunswick	6. 71-2. 111-2	8 3-4	11 1-2	8 1-2
Rahway Elizabethtown	6 3-4, 7, 8 1-4, 12 7, 7 1-2, 8 1-2, 10 1-2, 12	4 3-4, 9 1-4		
For New York.	71-2, 81-4, 9, 11	11.2, 4, 51.2, 7, 93.4	11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

0	New York.		Newark.		Elizabe	thtown.	Rah	way.	N. Brunswick		
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50	
Newark	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50	
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1.2			5	12 1-2	16 3-4	50	
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2	
Rahway New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2			

AILWAY IRON, LOCOMOTIVES. R Etc. The subscribers offer the following articles for sale :

holes and mitred joints. lbs. per ft. 280 " 2 " 70 " 11 " 80 " 11 " 1 1.26 90 " 1 " 1 66 44 with spikes and splicing plates adapted there-

To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron ex-

Railroad Car and Locomotive Engine tires wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44,

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 21, 23, 3, 35, 34, 31, and 33 inches

Chains for inclined planes, short and stay links, manufactured from the E. V. cable

India rubber rope for Inclined planes, nade from New Zealand wax.

Also-Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortners, who resides in England for this purpose.

A highly respectable American Engineer esides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO. No. 4 South Front st. Philadelphia, Pa.

RAILROAD IRON & PIXTURES The subscribers are ready to execute orders for the above, or to contract therefor,

DAVIS, BROOKS, & CO, 21 Broad st., N. Y. R. F. LIVINGSTON, Civil Engineer Hudson, New York. Refer to W. R Casey, 23 Chambers st., N. Y.

SAMUEL NOTT, Civil Engineer, Surveyor and General Agent, Bangor, Me. 350 tons 2 by 15 ft. in length weighing 4 68 Railroads, Common Roads, Canal, Factory 280 " 2 " 1 " " 3.50 and Mill Sites, Towns, Farms, Wild Land, etc, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES. Col. James F. Baldwin and Col. J. M. Fes senden, Civil Engineers, Boston; Wm. Parker Esq Engineer and Superintendent Boston and Worcester railroad.

USHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters palent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an oportunity of improving their roads on terms very advantageous to the varied interests connected with with vantageous to the variet interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other
works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

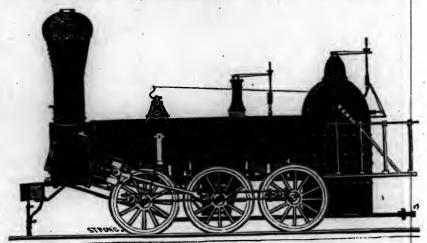
From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbaper square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER Forgs.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

NORRIS' LOCOMOTIVE WORKS,

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 i	nches Dia	meter of	Cylinder,	X	20	inches	Stroke
66	2,	14	64	*6			24		66"
66	3,	143	44	"	46	X	20	46	. 66
23	4,	121	46	66	£4	×	20	44	44
44		115		44	66	X	20	64	6:
33	6.	101	46	46	46	X	18	44	6.6

With Wheels of any dimensions, with their Patent Arrangement for Variable Expression. Castings of all kinds made to order: and they call attention to their Chilled for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PHILADELPHIA, WILMINGTON, AND BALTIMORE
RAH.ROAD—MORNING LINE.
The Toin carrying the United States
dail leaves Pratt street Depôt daily
except Sundays, at 9 o'clock, A. M.
Passenge, a arro in Philadelphia at about 35 o'clock, and in
full time for the eventog lines for New York
Elecuing Mill Line to Philadelphia per Railrond
The Evening Mill Train for Philadelphia per Railrond
The termin Trains leave Philadelphia respectively at 8 A.
mand 4 o'clock P. M., and reach Baltimore at 24 and 11
o'clock, P. M.
Frielght to or from Philadelphia, taken daily (except Sundays) from President street Depôt, at 50 cents per 103 lbs.
Jal
A. CRAWFORD, Agent.

WASHINGTON BRANCH RAHLRDAD.
In consequence of the soloption of a new schedule by the Post Office Department, schedule by the Post Office Department the Tratus on time following changes in the departure of the Tratus on time road will go into effect this day, viz:
The Train that has hitherto left Baltimore at 2 o'clock, A. M. will now leave on the arrival of the Care from the East, a' or about 114 P. M. and the departure of the evening train from Washington for this city, will be at 5½ fusiend of 4 o'clock, as at present, By order,

D. J. FOLEY, Agent, Jal

BALTIMORE AND OHIO RAILROAD BALTIMORE AND OHIO RAILROAD

Hours of departure of the Passenger
Teniss on the "Main Stem" and "Washington Brauch" of the Baltimore and
Ohio Railroad, 35 March, 1844:
"Main Stem," Westcard'y.
For Cumberband, Hithcock, Murinsburg, Harper's Ferry,
Winchester, Frederick, Elicott's Mills, and intermediate de
pots by the regular train, daily, at 7½ o'clock, a m.
For Frederick and intermediate stations, by extra train,
daily, except Sunday, at 4 p. m.

Enstwurdly.
From Cumberland, daily, regular train, at 8, a. m.

From Cumberland, daily, regular train, at 8, a. m.

Hantork, do. do 10, a m. Martinsburg, do. do. 11, a m. Happer's Frry, do. 123, p. m. Frederick, daily, except Sunday extra train, 8, a. m.

do. by regular train, 2, p. m.

"Elicout's Mdis, daily, by several trains, at 7½, a. m.
12, m. and 4½, p. m.

Fare in either direction between Baltimore and Comberland 57, and for intermediate distances at the uniform rate of 4 cents seer nile.

Through tickets are issued between Baltimore and Wheel.

ing, respectively, \$ 1; between Baltimore and Puttburg, \$10; between Philadelphia and Wheeling, \$13 jal By order, D. J. FOLEY. Agent.

FITCHBURG RAILROAD

OPEN TO ACTON.

Passenger Trains will run as follows:
Leave Charlestown at 8 A. M. and I and I P. M. Leave West Actin at 7 36 and Jol A. A., and o b P. M.

Siages, on the arrival of the first Train of Cors at Acton, ave daily (Sundays excepted) for Littleton, Groton, Towngord, Linenburg, Fitchturg, Asidburnham, Wincherion, Vestminster, South Gardner, Templeton, Findingston, Athol, Vasse; Flizwilliam, Troy, Swansey, Keene, Walpole, Charlestown, N. H.; Chester, Windsor, Wondstock, Rutland, Middlebury, Royalion, Montpeher, and Burlington, Vt. For turther information, apply to THOMAS A. STA-PLES, No. 36 Hanover st., or L. BIGELLOW, No. II Elm st., Buston, Passengers leaving their memor at the above offices, will be a the Pepol in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city. SM. FELTON, Engineer BOSTON AND PROVIDENCE RAILROAD.

BOSTON AND PROVIDENCE RAILROAD.
PASSENGER NOTICE—4timer Arrangement.—To commence Monday, Nuveniber 4.

Commence Moneay, Nov. 4, the Passenger Trains will run as tollows:

For Acid York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Tuesday. Thursday and Sanutay.

For New York—Maring Line, via Long Island Ruitoud—Leave Buston at 8 A. M. on Monday, Wesnesiay and Friday.

Leave Hoston at S. M. on Monday, Westnessia, and Friday.

Boston, Providence, Tannton. New Bestford and Way Trains.

Leave Boston at S. M., and 33 P. M.;

"Taunton at \$\frac{1}{2}\], M. and \$\frac{1}{2}\], P. M.;

"New Bedford, at \$\frac{1}{2}\], A. M. and \$2\$ P. M.

Destlant Tra in.

Leave Boston at 9 A. M. -3 P. M., \$\frac{1}{2}\], P. M.

Dettlant Tra in.

Leave Boston at 9 A. M. -3 P. M., \$\frac{1}{2}\], P. M.

Dettlant at \$750 A. M., \$\frac{1}{2}\], A. M., \$\frac{1}{2}\], P. M.

All baggage is at he risk of the owners thereof.

WM RAYMOND LEF., \$\frac{1}{2}\], \$\frac{1}{2}\].

WM RAYMOND LEE, Sup't.

LONG ISLAND RAILROAD COMPANY.

Trains run as tollows, con.mencing Nowember 1st, 1844:
Leave Brooklynat S, a m. 67 New York stoppn w at Farmingdale and St. George's Manor.
Leave Brooklyn at S, a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and in ermediate places.
Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Boston Train, at 4, p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at 8; George's Mauor and Farmingdale.

Leave Greenport at 9h. a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hicksville for Brooklyn and Intermediate places, daily, Sundays excepted, at 7, a. im and 15, p. m.

ON SUNDAYS

ON SUNDAYS
Leave Brocklyn for Hicksville and intermediate places, at

, a. m., Leave Brooklyn at 43, p. m. for Jamaica, Leave Hickaville at 23, p. m. for Brooklyn, Leave Jamaica at 8, s. m. for Brooklyn, Leave Jamaica at 33, p. m. for Brooklyn.

Via New Haven, Hartford, Springfield, and Western Railroads.

Via New Haven, Hartford, Springfield, and Western Railroads.

Composed of the following strategram.

NEW CHAMPION. Copp 1850ne: CHORE.

One of which will leave New York, from Perk Ship, daily, (Sundaya excepted.) at 64 o'clock.

Fare to Boston.

Railroad Cars leave in mediately on the arrival of the above steamers at New Haven, and taking presengers through to Albany and Boston the sarre atternoon.

The steamboat BELLE, Capit Roath, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

o'clock.

N. B.—Preight for Albany, Sprincfield, and intermediate places taken by this line at low rates.

For further information inquire of D. H. Allen, 34 Broadway, his stars; or G. W. Corlies, 231 Pearl stree.

NEW YORK AND ERIE RAILROAD.

Oil and after Monday, December 2d, candifurther notice, the steambad will leave the load of Dume street every northug, sunday, excepted, at 8 o'clock, for passeagers, and every afternoon at 30'clock, for irriging and passeagers.

Restraing, the cars will leave Middletown at 8½, a. m. and 31 n. m.

PHILADELPHIA AND EADING RAILROAD.
WINTER ARRANGEMENTS on and
rafter December 1, 1814.—No Passenger
Trains will rim on Sundays.

Trains will run on Sundays.

Hower of Merring.

From Polladelphia at 9 A. M., daily, except Sundays.

From Pottaville at 9 A. M. daily, except Sundays.

FARES

Between Philad. and Pottaville, \$1.50 \$3.00

Reading, 2.25 1 50

All passengers are requested to procure their tickets before the train starts.

TRAVELLERS' RAILROAD DIRECTORY.

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AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 8]

THURSDAY, FEBRUARY 20, 1845.

[WHOLE No. 451. VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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STILLMAN, ALLEN & Co. N. Y.
JAS. P. ALLAIRE, N. Y.
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WEST POINT FOUNDRY, N. Y.
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TROY IRON AND NAIL FACTORY, H. Burtry, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
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N. JRRIS, BROTHERS, Philadelphia, Pa.
KITES BROTHERS, Philadelphia, Pa.
KITES BROTHERS, Philadelphia, Pa. N. JRRIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (Sez Adv.)
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DAVIS, BROOKS, & Co. N. Y. [See Adv.] the of A. & G RALSTON & Co. Philad Pa. [See Adv.] to the THOMAS & EDMUND GEORGE, Philadelphia. side. [See Adv.]

DATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, persons in any way interested in these undertakings. which after five years' successful operation, and now 350 Hence it offers peculiar advantages for advertising almost universal use in the United States (as well 280 as England, where the subscriber obtained a patent) 70

as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer. mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, ches diameter.

will be punctually attended to.
HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower. 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward.

their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand, ja45

PATENT HAMMERED RAILROAD SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant-

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. Q. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving [See Adv.] to the purchaser the expense of turning them out inhaladelphia. side. THOMAS & EDMUND GEORGE. N. E. cor. 12th and Market sts., Philad., Pa. ja45 ja45

RAILWAY IRON, LOCOMOTIVES, ETC.
The subscribers offer the following articles for

Railway Iron, flat bars, with countersunk holes and mitred joints.
350 tons 2 by 15 feet in length weighing
280 * 2 " 1 " 4.68 3.50 46 70 " 11 " 66 2½ 1.26

with spikes and splicing plates adapted thereto. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.
Railroad Car and Locomotive Engine tires,
wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 in-

E.V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 2½, 22-3, 3, 3½, 3½, 3½, and 3½ inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved

at the greatest strain.

India rubber rope for Inclined planes, made from New Zealand wax.

Also, Patent hemp cordage for inclined planes and canal towing lines.

Patent felt for placing between the iron chair and

stone block of edge railways. Every description of railway iron, as well as lo-

comotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides

in England for the purpose of inspecting all Loco-motives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO. No. 4 South Front st., Philad., Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being exten-sive and the number of hands employed being large, they are enabled to execute both large and small or-

ders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars. Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns,

style and workmanship.
Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
Paterson, N. J., or 60 Wall street, N. York.

NO IRON MANUFACTURERS. THE SUB-TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of
Wales, having obtained a patent in the United
States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer,
are prepared to grant licenses for the manufacture
of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

1445. No. 4 Sout Fronth St., Philadelphia, Pa.

No. 4 Sout Fronth st., Philadelphia, Pa. j 145

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, 7°, L°, and other factures to suit, fitting logether, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BUILER Furs.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-L SITES in the immediate neighborhood of Batuminous Coal and Iron Orc, of the first quality, a Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer, the coal will not cost more than \$1 to \$1 25 at the

VALUABLE PROPERTY ON THE MILL VALUABLE PROPERTY ON THE MILL
Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Roxbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.
Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, thee, serew, and other lathes, suitable
to do any kind of work.
Pattern shop, 35x32 feet with lathes work bench.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the pattern shop. Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts,

drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x451

feet, two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven.

ries.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
Communications addressed to Mr. William H.
State st., or to CURTIS, LEAVENS & CO., 106
State st., Bostoh, or to A. & G. RALSTON & Co.,
philadelphra.

Blacksmith shop, 49 feet long by 20 feet wide.
Will be executed with promptness and H.
Communications addressed to Mr. William H.
Communications addressed to Mr. William H.
State st., Bostoh, or to A. & G. RALSTON & Co.,
philadelphra.

President of the Newcastle Manuf. Co.

FRENCH AND BAIRDS PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN A Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently ratented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annovance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Montroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn. sident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messis. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

e terms.

** The letters in the figures refer to the article given in the Journal of June, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844. ble terms

VAIL, PROPRIETOR OF THE SPEED-S. well Iron Works, near Morristown, N. J., can supply at short notice railroad companies and others

with the following:
Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to or-der, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, a large quantity in the straight bar is kept constantly on hand. Crank axels for locomotive engines, made from the best use flat bar rails are particularly interested, as such Pennsylvania iron. Straight axles for locomotives for outside connection engines. Frames for engines.

W. Mc. C. CUSHMAN. Civil Engineer. Wrought iron work for steamboats, and shafting of any size. Cotton Screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for rail-road water stations. He refers to the following gen-

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

Locomotive town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron nected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars, Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. -respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the came relate. Companies reconstructing their tracks now have an op-portunity of *improving* their roads on terms very ad-vantageous to the varied interests connected with their construction and operation; roads having in

W. Mc. C. CUSHMAN, Ciril Engineer, Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the procession, may be constructed ander his advice or personal supervision. Ap-

approved. Self-acting particles approved ap

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Mesers, Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journa', New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS,

Rading, Pa.







PILBROW'S ATMOSPHERIC RAILWAY.

the principle of propulsion, so highly spoken

can be said to have as yet established more, the air has been or is being exhausted or than that it is a practicable system for short withdrawn; the piston rack is put in genr a single line of rails, any discontinuance of lengths of railway, and as economical for with the pinions inside the tube; a railway the main tube but at a place arranged for

regard to this question, Mr. Pilbrow has come to the rescue with a plan which promises so to improve the atmospheric system as to obviate all Mr. Stephenson's objections; and doubtless this is the best and most effectual way of meeting them. The 'continuous valve' of Messrs. Clegg and Samuda, which is the great source of waste of power, attending the great source of waste of power, attending the system as now reduced to practice, Mr. Pilbrow dispenses with altogether. The 'discontinuance' of the main tube at every continues, and the piston that it advances, then replaced, or closing by the time this engine will the rack upon the carriage be affected in the reach upon the carriage be affected in the replaced, or closing by the time this engine replaced, or closing by the time this engine replaced, or closing by the time this engine will the rack upon the carriage be affected is again required to work.

"The piston would, when it arrives here either partially or wholly leave the tube, after displacing the disc or door by its remaining momentum, and the train with the carriage be affected in the same way, by and through the median again required to work.

"The piston would, when it arrives here either partially or wholly leave the tube, after displacing the disc or door by its remaining momentum, and the train with the carriage be affected in the same way, by and through the median again required to work.

"The piston would, when it arrives here either partially or wholly leave the tube, after displacing the disc or door by its remaining momentum, and the train with the carriage to again required to work.

"The piston would, when it arrives here either partially or wholly leave the tube, after displacing the disc or door by its remaining momentum, and the train with the carriage to again required to work. opinion of Mr. Pilbrow's invention. We description, crossed, on a level, by a roadway, would not be required to go on the whole have carefully investigated it in all its details, and can see no reason why it should not perform everything that is predicted of it. ty of space between the pairs of pinions for "Mr. Pilbrow observes that ropes or bands We have made and another line of atmospheric railway; journey, but a fresh one every 20 miles, leaving the other to be examined. &c.

"Neither the extensive discussion which the atmospheric railway system has undergrone, nor the brief experience which has been had of it on the Kingston and Dalkey line,

We have witnessed also an experimental trial the crossing, and that the mains being sunk of leather may be substituted for the racksof it, which, if there had been any doubts of beneath the surface of the ground, or under 'varying the surface accordingly.' For our its perfect practicability remaining in our the sleepers of the rails, they will be entirely own parts we are inclined to think that it minds, must have removed them completely. out of the way, the carriage rack passing on will ultimately be found that neither cogged-

The scale of the trial, it is true, was a small from one pinion to another over such roads, We take the following from the London one; but the practical facts demonstrated by without interfering. It will be obvious also, mechanics' Magazine. The figure referred ence in magnitude could materially affect to cross each other, one will pass to is not necessary to obtain a correct idea of them." "The manner of working the apparatus is level course, the lower one taking a gradual of by the editor of the Magazine. We con- as follows:—A pipe or tube, as before dedescent or dip under it, and the pinions keep-fess that we more than doubt its chances of scribed, of sufficient diameter, being laid ing their necessary level at the upper part ultimate success, especially with cog-wheels. way, and being exhausted of air by suitable the axes and supports, as shown at a. The

lengths of railway, and as economical for such lengths as (but not more so than) any other. The objections advanced some six months ago by Mr. Robert Stevenson, to its applicability to long lines of large traffic, having many stages and crossings, remain in every material point, unanswered and unrefuted; for we cannot dignify with the name of answer or refutation, the mere verbal criticism, or worse vituperation, to which the assailants of the elaborate and masterly inassailants of the elaborate and masterly in- or forwards without turning the pinions; and vacuum is to be made up by the air pump, vestigation by that gentleman have hitherto found it convenient to confine themselves.

"While such is still the state of things in regard to this question, Mr. Pilbrow has come effect upon the piston that it advances, then replaced, or closing by the time this engine

discontinuance of the main tube at every continues, and the piston advances, the carthree mile station, which is another great defect, and the chief cause of the unfitness of neither arriving before or after the other, but ry it to the place required, or middle of the the present system for long, main trunk lines, together, as they cannot separate, nor can siding. When the piston and rack reach the he renders also unnecessary; with him the one move or stop without the other.

"As it is necessary and important that the it is proposed that there shall be placed, at continuity of the main, whatever may be its "As it is necessary and important that the it is proposed that there shall be placed, at length, is unbroken, and other tubes may atmosphere should be admitted as nearly be-each of the two ends of the mains, a receptanot only communicate with, but cross it at any place without the least interruption or any place without the least interruption or and the air will enter through the space allowed by the lifting of the conical or flat porton or other contributes, bridges, etc., for crossings; no cranes, or other contributes for lifting carriages on tion of the arbor or axis of the pinion, as de-brown and the same means) and off; and instead of a stationary engine scribed; so that there would always be at with its head in the tube ready for the next every three miles, he requires but one every least two or more such passages open, as the returning train. The trains having both arten—probably fewer. All who are acquaint each acts upon the one before it leaves the rived, each train would be (by any suitable other. After the rack has passed by, the means) urged on to the commencement of the pinions by their own weight fall into their the opposite main, where the fresh pistons these things, he has done that for the atmospheric plan, which must advance it immeasurably beyond the point where it has been be set to work at the other end, and the difference, the carriage rack coming into gear for some time stationary, and most probably rection of the piston and rack changed, and with the first pair of pinions, and the piston make it no longer a matter of question that placed again as before into proper gear, the released, the train would start on its journey. it is, for all situations, and under all circum-carriage would return in like manner.

Thus the pistons would neaer leave the main, Fig. 10 represents a longitudinal elevation or enter another, but at a very slow pace, and stances, superior to the ordinary system.— Fig. 10 represents a longitudinal elevation or enter another, but at a very slow pace, and We entertain ourselves a most favorable of a portion of an atmospheric railway of this at a place for stopping. The same piston

wheels nor racks are requisite for the proper working of this system; and that the propulsion of the carriages may be effected by the simple adhesion of plain surfaces; that is to say, that the tube piston, the pinions, and this prove to be the case, we shall then but Edwin Northrup, in Harpersville, on the 30th have a repetition as regards the atmospheric system, of the same thing which took place day of January, 1815, Robert Harper was on the first introduction of railways. Nobo chosen president, and Luther Badger, Lewis it could be made to advance otherwise than Hial Edgerton, secretaries. by the help of cogs or grippers of some sort or other. A single trial of the force of simple grippers were no more heard of.

saving (from his system) for 100 miles per State of Pennsylvania, and showing the inestimated cost by the present atmospheric the inhabitants of several counties of the system, would amount to not less than £53, southern tier, should our legislature grant by 303. The correctness of this estimate may possibly admit of question; but that there from the supercession of so many of the ex- on resolutions reported the following resolupensive and wasteful adjuncts of the present tions, which were unanimously adopted. system, cannot reasonably be doubted. The following observations by Mr. Pilbrow, touching one point of this question of economy, are too important to be omitted.

riages will be required on this plan is, that the interests of so large a number of citizens stockholders, that the entire energies of the there being no long valve here, the leakage will be so diminished that it will amount to large number to be benefitted by the construction of the road. We are great-"The reason why a less number of carless in ten miles than in one; it is estimated that now the leakage equals 5-horse power per mile, and therefore, should there be but one engine to ten miles of main, 50-horse said road more than the one-hundredth part, enure to the advantage of the State. age alone; so it is found absolutely necessareducing the loss to 15-horse power out of rights, and the rights of the State, from this dollars, and the company about two hundred will not leak so much as the long valve is, attempt of interested men to wrest the same thousand—in all, one million, eight hundred first, because the surfaces are ground truly, from us, to promote their own private ends. and are pressed together by the weight and of the small quantity of surface or space that prompt her to ask for this alteration, is very plane at this place. This additional power can leak, the proportion being as 1 to 20 bemuch impaired. can leak, the proportion being as 1 to 20 be-much impaired. tween the two systems, for the pinion valve or seat being but about 9 inches in circum-ference at the aperture where the air is ad-cannot go on with the construction of the mitted, and there being only two of them to road without the proposed alterations being every thirty feet of main=1 5 feet, whereas, made, and if it should prove true that the rethe present long valve would be the whole cent subscriptions to the capital stock of the thirty feet exposed, and liable to leakage; company were based upon the condition, that hence, even were the pinion valves to leak the company obtain leave to build parts of surveying in 1814 was 70,000 tone but there

(to be combined with atmospheric railway;) State may be in a condition to revive this has been often before proposed."

RAILROAD MEETING.

At a meeting of the citizens of the county of Broome, friendly to the construction of the New York and Erie railroad within the carriage piston, may all be plain, and that southern tier of counties, and opposed to the by the friction of each against the other, the building of said road, or any part of it, in the desired progression will be produced. Should State of Pennsylvania, held at the house of dy at one time, supposed that a plain wheel Northrup, Elias Patrick and Jas. B. Frazier, would move forward on a plain rail; or that vice presidents, and Timothy Ruggles and

The meeting was then eloquently addressedadhesion dispelled the illusion, and cogs and by several gentlemen, upon the subject of all terations in the charter of said company, per-"Mr. Pilbrow calculates that the 'total mitting it to make parts of said road in the annum in working, as compared with the justice that would result to a large portion of southern tier, should our legislature grant by enactment such alterations in the charter of must be a very considerable saving resulting said company. After which the committee

> and utility of the New York and Erie rail-place, and shall contribute the little aid in road remains undiminished.

Resolved, That where our interests, and power out of the 100 would be lost for leak- are involved, we will not stand by and see ry to have one engine every 3 miles, thus with undiminished confidence in the integrity

Resolved, That our confidence in the abifall of the pinion (and the more used, the better they will stop); and secondly, on account influence the decisions of the company, and draw 250 tons on level, and 30 tons up the

Resolved, That if it should prove true

Chenango, Otsego, Delaware and Sullivan counties. - Binghampton Courier.

Madison and Indianapolis Railroad. From what we learn from various quarters, we are inclined to think that the railroad will speedily be completed. We speak advisedly, when we say, that we do not believe that a more profitable investment for capital can be found in the State. Of its benefit to the State at large, and to southern and central Indiana in particular, none who have examined the subject can for a moment doubt. Severe lessons have been taught our people: and they seem not to have lost their effect on the managers of public works. Hence we now see them advancing with prudence and caution, yet steadily. In this way, they are gaining the confidence of the people; and instead of the wild recklessness of former days, the interest of all is carefully studied. We have several letters on the subject, which want of space prevents our noticing at this time, except to give the following extract from one of them: - Indiana Sentinel.

"I feel a deep interest as a large stock-Resolved, That our confidence in the value holder in the completion of this road to your my power to produce so desirable a result.

"I can speak for the directors and other

"We can now offer the best of security to with the cars, locomotives, depots, etc., which

"We have just received on of Baldwin & ceipts of the company, and the usefulness of the road.

"In this matter, Indianapolis and Madison have a common interest, and we ought to work together."

The total quantity of iron of every deas much as the long valve, surface for sur-their road in Pennsylvania, then we, uninflu-sylvania in 1844 was 70,000 tons, but there face, this plan would only leak 21-horse power, in 10 miles. enced by personal considerations would re-spectfully ask the State to absolve themselves in the State which never touched the public "Mr. Pilbrow's patent and pamphlet in from all connection with the said company, works. Hence we are unable to state the clude also a scheme of a pneumatic telegraph trusting rather to await the time when the actual quantity of iron manufactured: still it dependent on the rise and fall of columns of much needed work, than longer to depend would appear certain that the above amount mercury, when acted on by air exhausters; upon the frail promises, so often made, and but in this we do not see anything new.

Such a mode of telegraphic communication Resolved, That the proceedings of this and as no less than 13,500 tons were importmeeting be published in the papers of Broome, ed in 1844, it would appear that even Pennsylvania, with duties from 60 per cent. upwards, is still unable to supply the demand at home, no less than 1000 tons of pig having been imported. The increase in rolled bars of common dimensions and of railroad iron is very great, though the duty on the recognition of this claim. latter article amounted to nearly a quarter of a million of dollars.

Statement of Foreign Iron imported at Philadelphia during the last five years.

Names of Articles.		Tons		Tons	
Iron, Railroad	1433	4117	1101	989	8863
" Rolled bar	492	1428	1287	1280	2733
" Hammered, Rod, } Sheet, and Hoop	459	197	. 631		
" Pig	76	68	294	15	999
" Old and Scrap	29	42	15	11	11
" Castings	91	223	152	69	147
" Chain cables & an.	50	15	4	24	143
Steel	88	226	195	120	143

LONG 'ISLAND RAILROAD.

In December, 1843, the board announced to the stockholders, that vigorous measures were in progress for the completion of the eastern part of the railroad, extending from Suffolk station to Greenport, a distance of 52 miles. They have now the pleasure to ap

Cost of the Railroad .- The entire cost of steamers, and other appurtenances to this date is \$1,884,640.12. A small balance only will he required for the completion of the tunnel

the easy character of the country presenting mated cost of this work, before its commence-effit the associated companies and the public.

The late period last summer at which this work, before its commence-effit the associated companies and the public.

rially exceeded the estimate, but the construct work, which has materially contributed to

benefits greatly exceeding the outlay.

shares of \$50 each, or \$1,492,300.

The whole debt of the company is \$392,-340.22. Deducting from this the debt due the State of New York, in the year 1861; of

stock, is \$1,884,640.22.

than \$112,000 exists against the government their employment. of the United States for the remission of the duty on the iron imported for the track, and

This work, in a national point of view, is a great public undertaking.

through the heights of Brooklyn.

In no part of the work has the cost mate-ing the actual cost \$66,352.10. This great gers and freight. what would have otherwise been incurred.

can render them. In the freight department business hours,

It is, also, proper to remark in this con- a considerable accession of cars is expected nection, that a most equitable claim for more in a few days, and business daily offers for

Running of the Road .- In the report of your directors do not despair of obtaining a December, 1843, while the line was still incomplete, a confident opinion was expressed that the line-95 miles-would be run over important to the post office department, the within four hours, and the entire distance be-defence of the coast, and the connection of the tween New York and Boston, including the north and south; the fact that such remission Greenport-ferry, accomplished within ten will not now operate to exclude foreign iron hours. With respect to the Long Island railand thus stimulate the home manufacture, and road, more than this has been accomplished. that nearly every railroad in the country has The run has been made within three hours, imported its iron duty free, show the injustice and the average time of the through train, and impropriety of subjecting this iron to a stopping twice to wood and water, has not duty exceeding 100 per cent. upon the prime cost of the article. Planned and chartered as this enterprize was, and partly finished while there was no duty on railroad iron, and suspended in consequence of the reverses of the country, it may be well urged, that there is an implied obligation on the part of congress to impose no new or unexpected burthen on a great public undertaking. time occupied has been about 21 hours, and occasionally less than two hours. The Construction .- The railroad has been fin-trains on the Eastern roads, connecting ished with a heavy and permanent H rail, laid with this line, have not run with a speed principally on Chestnut ties, at the rate of equal to the expectations of the company—2,000 to the mile, with sub-sills, and a deep having averaged usually not jar from five gravel foundation, and is now in excellent hours in one direction and four and a half in condition. The company have a surplus of the other, making the average time nearly prise them that the entire line is opened, and has been in successful operation through its whole extent since the 29th day of July last. They have constructed confidently believed that more perfect arrunning to deep water, and under the authorized which will bring the entire journey between rity of the city government of Brooklyn, have Boston and New York within ten hours. the road, tunnel, equipments, surplus iron, constructed a tunnel under Atlantic street, The average time, by the fastest competing line is about fourteen hours. It is also hoped that under new arrangements, hours may The Tunnel.—The whole length of this be selected more adapted to the convenience and the payment for some additional cars and motive power.

The eastern half of the Long Island railroad has been constructed at an extremely low brick, twenty-two inches thick, the whole laid your directors confidently rely on the co-operacost. The contracts were made when wages in hydraulic cement. The width of the tun-tion of the able and experienced managers of and materials were at the lowest point, and nel is 21 feet, and height 18 feet. The esti-those lines in measures which must alike ben-

The late period last summer at which this derate outlay. The entire cost of this portion thus far has been \$51,352.10; and although road was opened left it out of the power of the of the line, exclusive of cars and engines, but in daily use for trains, it is not entirely finish-board to develope its capabilities to their full inclusive of depots, land and track, will not materially vary from \$10,000 a mile.

in daily use for trains, it is not entirely finish-board to develope its capabilities to their full extent, as a part of the line of railways upon materially vary from \$10,000 a mile.

The lines of steamers through the sound, tion of the tunnel, the purchase of steamers, swell the cost of the line, and was not con-olaimed, and perhaps justly, the continuance and extra cars, and engines, have swelled the templated at the date of the last report, will of their lines through the season, sharing, expenses of the company beyond the original greatly facilitate the operations of the company however, with the Long Island railroad comcomputation of the board, but bring with them ny, obviate many dangers, and as a work of pany, in fair proportion, their income. Durart will embellish the city of Brooklyn. It ing the approaching season it is contemplated Capital.—The capital consists of 29,846 pany, and enable it to conduct its freight traf- both a day and night line, the former leaving fic on a scale of expenditure much below Portland at 6 o'clock in the morning, Boston at 12, (after much of the business of that place 340.22. Deducting from this the debt due the State of New York, in the year 1861, of the State of New York, in the year 1861, of the line with respect to engines and cars apit is intended to leave N. York at 12 o'clock annum, leaves the remaining debt of the com- pears to give general satisfaction. The en- in the day and at 7 in the evening, affording pany \$292,340.22, payable in the following gines are of the most approved pattern and of in the one case a day line for the pleasure years—1845, 1846, 1847, 1848, 1849, 1850, the greatest efficiency, while the cars are as travel and in the other to the man of business 1851, 1852.

The part of the most approved pattern and of in the one case a day line for the pleasure that the cars are as travel and in the other to the man of business perfect as the advanced state of the arts and an opportunity to pass between New York The entire aggregate of debt and capital the competition of the most eminent builders and Boston without interfering with the usual

		nds,	nd, ised	of of	pat la	E 후 교	Dividen	d at last ting.	1 -	\ NE	RAILV	PROPOSI	ED	Capit
ME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	otal sums, in pound- otherized to be raised	sums, in pounds, nded at dates of t balance sheets.	Cost of working pounds for six mon as stated in latest lance sheets.	Total earnings, in pounds, fer six month- as stated in latest bal ance sheets.	er share.	Per cent. per annum.	on share.	Barnsl Belfas Blackl	en ey Jund and Ba ourn and	tion	gton.	,600, 200, 385, 400,
	Z	otal tho r sh	otal 1tho 7 loa	Total s expend latest	ost ounce sta	Tot	4 04	£ s. d	Paid or	Bolt.,	Wigana	and Live	rpool	800,
boath and Forfar	. 15	102,000	35,000	138.870	O E a a	_ A. a. a	0 12 6					d Linco		,800, 250
rmingham and Gloucester	. 55	1,187,500	407,336	1,500,800	39,261	53,203	1 50	2 10 0	100 100	5 Chatha	am and	Portsmo	uth. 5	,000,
andling Junctionistol and Gloucester	. 23	161,700		1					50 54 30 36			Vrexhan		120,
ester and Birkenhead.	. 378	400,000 750,000			5.856	13.148	0 86	nihil.	50 32			n to Yo		
ablin and Droghedal	. 31	450,000	150,000	500,869	0			nihil.	55 72	\ Dublir	and B	elfast		950,
ablin and Kingston	6	200,000				6,993			100 166 25 29			erth Norther		250 800
urham and Sunderland.				270,399	9,889	17,702			34 29			ord		270
st County and North and East	. 86	1,443,200	1,341,155			118,726	1 60					n. & Car		
linburg and Glasgowasgow, Paisley and Ayr	. 46		375,000			55,866 36,736	1 26	4 10 0 4 10 0	50 60			West E		,200 600
asgow, Paisley and Greenock	. 224	650,000	216,636	787,88	11.572	23.177	0 50	2 0 0	25 12	Harwi	ich and	E. coun.	Jun.	160
and Junctioneat North of England	. 1104	2,478,712		2,453,169	81,309	195,080 36,189	5 0 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	100 210			& M. rl.		600
eat Western.	. 2211	4.650.000	581,017 3,679,343	7.272.539	$\frac{12,201}{132,235}$	369,904	3 - 10 0	7 0 0	75 138			Vinderm wsburv.		125 400
eat Western.	. 15	438,000	155,540	719,20;	5			8 0 0	100	Leeds	and Th	nirsk		800
ecester and Swanningtonverpool and Manchester	164		497,750			6,317			50	Liv. C		and Proposition		,750
verpool and Manchesteranelly	. 27	200,000	41,000	221,62	1		1 00	2 0 0	87	& Londò	n and	York	5	,000
ondon and Birmingham	. 12		1,928,845		3 92.82	3.405.768		10 0 0		5 Londo	nderry d	& Ennis	killen	500
ondon and Blackwall	56		266,000 998,350	2,630,45	1 29 378	23,870 2 84,880	0 12 (2 8 0		Lynn Mancl				200 300
ondon and Brighton	. 8	550,000	229,000	761,88	7,58	10,545	0 5 0	2 10 0	14 17	& Manch	hester a	nd Buxt	on	250
ondon and Greenwichondon and South Western	. 3	759,383 2,222,100		(1,040,930,2,596,29)			1 19 6	nihil. 6 10 0		Mullin Newc				700
anchester and Birmingham!		2,100,000		1,923,69			1 06	5 -0 (40 48	Richm				700
anchester and Bolton	10	778,100	197,730	773,74	3 8,58	21,140	2 2 (4 10 0	93 110	2 Scottis	h Centr	al		700
anchester and Leeds and Hull	81	2,937,500	01,943,932 $01,719,630$	6 279 05	6 76 98	3 281,898		71. & 101		Sheffie Shrew				650 400
idland railway	61		188,563		9, 26,49	73,917	4 0 0	4 0 0	100 105	Shrew	. Wolv	Dudly	& B.	900
ewcastle and Darlington	. 23	500,000)	405,72	8	10.400		0 4 0 0 nihil. 2 0 0	21 49	3 Trent	Valley	F		900
ewcastle and North Shields	39	150,000 739,201		309,62	9 8,94. 7 9,07	18,400	2 10 0	0 6 16 8	100 104	\ West	London Yorksh	re	ion	000
eris and Orleans	68	1,600,000	400,000	1,978,41	5		0 16 0	0 8 0 0	20 39	White	haven a	and Mai	ryport	100
ris and Roueneston and Wyreeffield and Manchester	. 84		179,853					8 0 0 nihil.	20 38	Boulo	RENCH R	AILWAYS	3.	500
effield and Manchester.	19	1,150,000		951,45		14,876		nihil.	82 93	Centra	al of Fr	ance	1	.280
outh Eastern	. 88		1,530,277	3,464,17	2 40,993		0 10	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	0 50 39	Lyons	and A	vignon.	2	2.400
ster	30	465,000 519,150			6 8,500 6 5.40	18,414	0 15 (5 1 8	29 37	Orlean Paris	and Lv	ons	neaux 2	2,000
ster. armouth and Norwich	. 20	187,500	62.500	230,250	0			nihil.	16 25	Paris Paris	and Or	eans	1	,600
ork and N. Mid, and Leeds and Sell	yl 28	1,062,500	167,500	676,61	27,13	21 55,752	3 10 (0110 0 0	50 100	Y Paris	and Ro	uen	'1	,440
Steam and M	iscell	ancous.		10	<	NAME O	F COMP.	ANY.		Am't. of	Amount	Div. p.c.	Last	Pre
NAME OF COMPANY. Num. of shares.	hm'i.o	Amount I		ast Pres	ce.	ighborou	gh			share 1424	1421 .	70	price. 1140	- pr
nglo Mexican Mint 10,000		10		57 15	§ SMo	nmouths	eire		2,40	100	100	10	160	160
nti Dry Rot		18½ 35		$\begin{bmatrix} 2 \\ 4\frac{1}{3} \end{bmatrix} \dots$	··· \mathbb{Me}	lton Mov rsey and	vbray	• • • • • • • •		0 100	100		117	117
cneral hteam Navigation 20,000		14		71 27	Ma	cclesfield	l			100	100	10	15	13
Western Steam Pa		100	2	5	\Ne	ath			24	7 100	100	17	365	363
tetropolitan Wood Pav 15,000 ntent Elastic Pav 10,000	10	6	5	65	$\frac{1}{2}$ Ox	fordgents or	Loncon			5 100 S 331	100 33 }	30	505 25	2
eninsular and Oriental . 11,493	50	50	7 6	11 65	Shi	opshire			50	0 125	125	6	120	120
itt)	50	40	7	••••	··· Sor	nerset co	al	eto		0 150	150	71	123	123
eversionary Int. Soc 5,3 %	100	100	41 10	1 101	Shi	ewsbur#	VVCFCC	ster	50	0 140	140 125	25 12	480 230	480 230
Mail Steam Packet 15,000	100	60	3	61 37	Ste	urbridge			30	0 145	145	14	360	360
outh Western Steam 4,000 hip Owners' Towing 3,000		5 71		5	Str	oudwator ansea	r	• • • • • • • •		0 150 3 100	100	19 15	240	240
hames Tunnel 4.000		50			SSet	vern & V	Vhy & I	Rail Av.	3,76	2 261	261	51	30	30
niversity College 1,500	100	100			Tr	ent and I	Mersey.		2,60	0 50	50	65	495	
	als.	. 4	4	(1)	/357	ames an		ay ingham.	8,14	9 19‡ 0 100	194	101	10 167	10
sliby de la Zouch 1,432 arnsley 720	100	100 av.	14 18	$\begin{vmatrix} 0 & 170 \\ 0 & 180 \end{vmatrix}$	717	arwick a			98	(100	100	81	122	
irmingham, 1-16 share . 3,000	1181	79	10 15	0 160	>-		`		Water	Work	Б.	11,-11		
o. and LiverpoolJunction 4,000		100		3½ 13		ninghar t Londo	n			0 25 3 100	25	31	28	28
romford 500 460	do.	100 do.	20 36 24 25		\SGr:	and June	tion		5,50		41 2-3	8	88	90
erby 600	do.	do.	9 10	5 105	Ne	w River	L. B. A	nn	1,50	0 :-		21	1	
rewash	do.	do. 401	32 44 4 44		1	inchester uxhall, li			6,48 1,00		30 100	8	57	51
rand Junction 11,600	100	100	7 16	2 161	1	st Midd			8,29	1 av.	634	61	126	12
	do.	do.	2	8 8	5		Desi			5 100	100		1.50	
rand Surrey 1,500											100			1
rand Surrey	do.	do.					Dock.					3 51	137	
rand Surrey 1,500	150 47‡	150 47‡ 100	8 18	5 185 0 40	Eas Lo	and W	est Indi		3.238.310	sto.		54	137 1141 116	115

		Length	STATE	WORK		D CANA			late f'ava	Is are all A	feet deep, and	the look
	STATE WORKS.	in miles	Cost.	Income.				. 13 to 17	feet wide	e, and 80 to	90 feet in len	gth.
. Y 1	Black river canal—(including 4 y'rs' def.) 35	2,066,285					In th	e estima	te of cost	no interest	is allow
11 19	Cavuga and Seneca—(do. 14 years' def.	.) 21	419,830		10,953			on the	yearly d	cficiencie	s, nor are th	ne six n
" 3	Champlain canal	. 61	1,257,604	102,308	14 400						nd salt dutie	
" 4	Chemung—(do. 11 years' deficiencies)	. 23	1,012,685	8,140	14,486			princip	al or int	erest. T	he Genessee	valley a
" 5	Chenango—(do. 7 years' def.) Crooked lake—(do. 10 years' def.)	. 8	3,267,590 263,950	10,195	3 674			Black I	iver car	interest	re large sur f which add	ns for th
" 6	Erie—enlargement of	363	203,930	1 880 316	3,074			is much	non, the	than the	ortifootod or	uuonai St
" 8	Genessee valley—(do. 5 years' def.)	120	4 167 846	1,000,310	******			of these	canals	when fi	estimated graished. Th	O Sume
" 9	52 miles opened, cost \$1,500,000	. 120	2,107,010	19 900	13.819			onired	to comp	lete these	two canals a	re 20 00
11 10	Oneida lake—(do. 4 years' del.)	. 6	85,082	225	2.239			000 and	1.5600.0	100. makir	ng their total	costruch
4 11	Oswego—(do. 14 years' def.)	. 38	882,399	29 147	22 742			finished	45 553	93) and 5	2,499,000;	an expen
Pa. 12	Beaver division canal	. 25				7.381	5.386	ture inc	curred of	n estimate	ed incomes (admitted
113	Delaware canal	. 60				109,278	22,870	be liber	al.) of \$	39.010 ar	nd \$14,000 re	espective
11 14	French creek	. 45						The	total rec	eipts from	the works	of Penns
"								vania f	or 1843	were \$1.	,019,491; for	1844 \$
" 15	Columbia railroad	. 82				443,336	205,067	164,326	, and the	cost abo	at 30 millior	is.
" 16	Eastern division	. 36				179,781	138,915			for 1841 v	were as follo	
" 17	Juniata canal	. 39		1		*-:		Canal t	olls,		- -	578,4
" 18	Portage railroad	. 130				351,102	248,943	Railroa	d tolls,	1		252,8
" 19	Western division canal	. 105	1			- 1		Motive	power,	-		319,5
" 20	North branch Susquehannah canal	. 73				101,949	57.633	Trucks				13,4
	West " "	. 73				101,010	01,000	Or WHILE			n 118 miles	
"											niles of cana	
hio 22	Hocking canal		947,670	4,757	92.000				canals o	i Uhio ai	re supported	ny a pi
	Miami canal				38,826	74,904		perty ta	x 01 51	mills on	the dollar.	There a
44	Miami extension		2,949,250			12.053		cos mil	es of car	ial in the	State, which	yielded
	Muskingum	010	1,602,018	23,167		28,241		1843	171,623,	and in I	844 \$515,39	o, the co
26	Ohio	310	4,600,000	322,754		338,267		ist Jan.	43 Deil	ng \$15.57	7.233. The	ho
27	Wabash		2,955,270		6,400						70, though t	
28	Walhonding		007,269	838	39,005	1,918		nas exh	inited a	greater i	ncrease thro	ugnout t
43	Western road		255,014	7,251	1,782	5,817			than ev	er before	known. sundry work	
u. 30	Sundry works		11,000,000								sunary work	s yield
1.51	Maume canal		10 000 000				1	The	whatev	er.	ields above	C non cor
ch 32	Sundry works	110	1,000,000	140.00	25 000	011 170	90 400	and ic	ba only	State wo	rk—the Eric	o per cer
24	Southern railroad	. 110	936,295	04.064	7,907	60 211	20,000	garted.	which	is able to	stand alone.	Canar C
~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~	~~~~	21,001	-1,50 1	~~~	~~~	~~~	~~~	~~~	~~~	
	CANALS.	Length	Cost.	1843. Income	Di		ome.	Div. 1	alue		REMARKS.	-
	CANALS.	miles.	-	Gross. N	ett. cer	it Gross.	Nett.	cent. s	toek.		REMARKS.	
1	Blackstone										11	
	Bald Eagle Navigation		400.000									
	Beaver and Sandy, (part)		1,000,000							We may,	perhaps, ats	ome futu
	Charleston, (S. C.)								tin	ne be enal	bled to give t	he partie
	Chesapeake and Ohio	184	12.370.470	47.637					. L lar	es of all th	ne e canals.	
	Conestota	12	300,000								apeake and	
	Delaware and Chesapeake							1	26 18	not yet	completed to	the co
	Schuylkill	108	3,500,000 2	79,795 10:	$2,221 \dots$. 190,698	120,624		31 mi	nes, hence	e its trilling	income.
	Farmington									The enlar	gement of th	ie Schuy
	James river and Kenhawa								kil		is been comi	
	Middlesex									The Morr	is canal was	lately so
	Port Deposit.	10	200,000						for	one milli	on about on It is said in	e-fourth
	Delaware and Raritan	43	2,900,000	99,623 53	3,327				of	its cost.	It is said in	the pape
	Southwark		300,000						tha	it it is to t	e enlarged.	we na
	Tide Water		2,900,000						See	en no repo	ort, nor near	i oi the a
	Union	80	2,000,000	• • • • • • • • • • • • • • • • • • • •					po	intment of	f any engine	er.
	Morris.	101	1,000,000						28			
	Dismal Swamp							1			1	
	CINING	Length	No. of Locker	re'. S	ize of loc	ks.		of canal.		Expended	18	13.
	CANADIAN CANALS.	in miles.	No. of Lockag locks. in feet	Length of	Width.	Depth on mitre sill	Bottom.	Surface.	Estimate.	Sept. 1843	Income.	Expense
Т	he Welland canal			feet.	feet.	feet.	feet.	feet.	3 948 579	2,485,579	-	1,1
	runk from Port Colborne to Port Dalhous	e 28	31 328	150	26 1-2		45	81		3,100,01		-,-
		1		_	1							
road	on branch to Dunville and added creek branch to Port Maitland below.	110	1 6	150	26 1-2		35	71				4
			1 6	200	45	9	45	85				
	he St. Lawrence canal											
	and Port Cardinal		2 7	200	45	9	50	90				
apid	Plat.	. 4	2 11 1-		45	9	50	90	672,498	97.	3	
arren	r's point	. 3-4	1 31-		45	9	50	90	000	2000		
nwal	l, passing the Long Sault rapids	11 1-2	7 48	200	55	9	100	159	800,37	21,665,663	5	
unari	nois, do. Coteau, Cedars and Cascades roa	a 11 1-4	9 82 1-		45	9	80			275,420	20000	
nine,	do. Lachine rapidsent of do.	. 81-2	5 44 1-	2 200	45	9	80		old canal			9,0
									1,001,333	61,43		1
T(otal from lake Erie to the sea	12	57 525	190	24	6	36	60	200,000	440.000	1 400	1,0
mory	***************************************	نــــن	9 74	120			~~~			440,000	1,409	~~~
	COAL COMPANIES.	Length miles	. I Cost		1843	Div.	1844 Incon		per c	lue !	REMARK	S.
	1	R. rd. Ca	nals.	Gross		cent.	Gross.		cent. sto	ek.	1 1	
	Delaware and Hudson	16 108	2,800.	000 930.2	03 196.7	02 10			11	7		
	Delaware and Hudson		2,800.	000 930,2		02 10			11			

	\	Lengtu	1	Loans	Number			43.	Div.	184		Div.	Previ-	1	1
	RAILROADS.	in miles.	Cost.	and	of	on	Inco	me.	per	Inci	me.	per	ous	Shares	P
		50	1 000 000	debts.	shares.			47,166	cent.	Gross.		cent.			1
: 1	Portland, Saco and Portsmouth	35	1,200,000			• • • •	89,997	47,166	7	124,497			100	35 50	
[.]	Concord.	55	130,000			• • • •	100 045	CO 400	6			12	1091	2	
. :	Boston and Maine	26	1,301,000			• • • •	1 10, 140	144,000			147,615		121	.7	
1	5 Boston and Providence	41	1,000,710				022 300	110 893	6	310,909	147,015		107	42	
	Boston and Worcester	48	2,914,078							198 437	195,163			70	
1	Rerbshire	21	250 000				101,121	17 500	7						
	Charlestown branch		250 000						13					12	
1	Eastern	54	2,388,631				279.563	140.595	6	337.238	227,920	8	107	122	
1	Fitchburg	50	322,538										111	19	1
1	Hartford and Springfield	25 1-2													1
12.	Nashna and Lowell	14 1-2					84,079		8				120		1
1	New Bedford and Taunton	20	428,543				50,671	24,000	6						ı
1	A Norwich and Worcester	59	2,166,566				162,336	24,871				3	701	5,632	
li	Taunton branch	11	250,000					20,000	8				118		1
1	6 West Stockbridge	3													1
li.	Western, (117 miles in Mass.,)	153	7,686,202	4,686,202	30,000	100	573,882	284,432		753,753	439,679		991	239	1
1	Worcester branch to Milbury	90	5,500					• • • • • • •							L
1	Hartford and New Haven	38	014 109						• • • • •	150 000			92 30	, 63	1
2	Housatonic, (10 months,)	48	2,600,000				112 000		• • • • •	154 704	-0.045	• • • •	41	3,875	1
2	Stoningthu, (year ending 1st Sept.,) Attiea and Buffalo	31 1-2	988 975				45 806	7 500		104,784	10,040		41	3,013	1
5	Auburn and Rochester	78	1 727 361				180 603	119 000					107	50	1
2	Auburn and Syracuse	26	743.931				86 201	27 334					107	33	ľ
2	Buffalo and Niagara	22	200,000		1,500	1331	00,231						100		1
3;	2 Zrie, (446 miles,)		200,000 5,000,000		-,550								293	1,180	
3	O Frie onened	53						48,000							1
5.	Harlem	26	2,200,000										70	850	i
5	Hudson and Berkshire													25	
2	Long Island	95	1,884,640	392,340	29,816	50				153,456	70,043		76	6,545	
3	Mohawk Fonnawanda	163.4	1,030,949				69,948	58,780		84,306	40,000		63	450	١
3	Fonnawanda	43					76,227								1
3	Troy and Greenbush	6							}						
3	Troy and Saratoga	25	475,865				44,325	21,000		,					ŀ
3	110 and Schenectary		900,000				28,043	9.000				• • • •			1
3	Schenecutty and Salatoga	22	300,000				42,242	3,000	1			• • • •	191		ŀ
	otica and Schenecady	78	1,020,010				162 701	180,000	9			• • • •	110		ŀ
	Utica and Syracuse	53 61	3 900 000			• • • •	000,701	222 220				• • • •	1051	9	
1	Elizabethtown and Somerville	26	500,000				002,002	1100,000				• • • •	1002		ľ
1	Morris and Essex.	20.	3,200,000					* * * * * * * * * * * * * * * * * * * *							
1	2 New Jersey	34	2,000,000										08.	65	
4	New Jersey	16	300,000									****	80		
4	Beaver Meadow	26	1 000 000								1		. 4		
	5 Cumberland Valley	46	1 950 000				1	1					·		
1	6 Franklin. :	10 1-2	1				1		1		1				1.
1	Harrisburg and Lancaster	36	860 000								-		30		1.
1	8 Hazleton branch	10	120.000												1
1	9 Little Schuylkill	29	1 900 000							1					1
5	O Lykens Valley	16 1-2													I
5	Mauch Chunk	9	100,000												
	Minchill and Schuylkill Haven	18	315,000						12				144		
	3 Norristown	20	100,000										10		
	4 Philadelphia and Trenton	30	1 500 000										RED		
0	6 Reading	01	1,509,000 9,45 7 ,570	7.147.570	40 200	50				307 612	242 511		45	3 560	
1	7 Schuylkill valley	10	1 000 000	1,141,510	10,200	00				391,013	343,311		40	3,560	
	S Williamsport and Elmira	25	400 000				20 000								- 1
	9 hiladelphia and Baltimore		1 400 000				1 42 042	IDOM MAN		1	1310 003		412	6,805	
	50 Frenchtown		600,000 7,623,600				10,010	200,000	1		310,000			0,003	ш
	Baltimore and Ohio, (1st Oct.)		7,623,600				1575.235	279.402		358.620	346.946		481	12	
	32 Baltimore and Susquehanna	58													
G	3 Baltimore and Washington	38	1,800,000				177 900	71 601	1	210 100	101 500	1	84		
6	Greensville and Roanoke	17 1.0	260 000												
	55 Petersbuig and Roanoke	60										1 3			1
	Portsmouth and Roanoke	78 1-2	850,000	,						1					
	Richmond and Fredericksburg	61.1-2	1,200,000				• • • • • • • •								1
	Richmond and Petersburg	22 1-2	700,000												1
	39 Winchester and Potomac	32	500,000			• • • •	j								
	70 Raleigh and Guston	84 1-2	THE STREET				I.	1			1				
1	Wilmington and Raleigh		1,000,000												
1	72 South Carolina	136	5,299,224				201 464						-		П
	4 Central		2,591,72				201,404	03 100		328,425	180,704		55		1
7	5 Georgia	117 1 0	2 650 000				201,464	159 205		049 000	147 500				1
4	6 Fuscumbia	46	1		1		240,020	130,201		240,000	141,000				1
	7 Lexington and Ohio		1 500.00								1 9				1
	SLittle Miami.	40	1 450 OUR				1		80						1
1	9 Mad river	10	I AOO OOK							1					
9	Monroeville and Sandusky	10	100,001												
		25													- 1
9	Detroit and Pontiac	33					1			1	1			1	1
8	3 Madison and Indianapplis	56	159 000												
	1 Champlain and St. Lawrence		0.0.00					1 . 0 000	1	1 40 000			1		41

each week and of the corresponding week of last year cannot undertake to discuss now. If the inhabitants always sure to come on the main track, without reto be regularly sent to us.

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTENTS.

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AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, February 20, 1845.

WESTERN RAILROAD.	-Rec	eipts for th	ne week en
ing February 8:	*	1845.	1844.
Passengers, -	-	\$3,697	\$3,296
Freight, etc.,	-	3,450	4,493
Total, -		\$7,147	\$7,789

Few freight trains were run last week, on account of the storm.

HARTFORD AND NEW HAVEN RAILROAD.—Receipts for Jan. 1845, exclusive of mails, 1844, do. 10,602 83

It will be seen that the extension of the road to Springfield has added 149 per cent. to the receipts, over the corresponding month of last year.

The earnings exhibit an increase beyond any cs-

timate that had been formed .- Hrr: for I Courant.

MINEHILL AND SCHUYLKILL HAVEN RAILROAD.-The following is the amount of coal transported over this road, for the week ending on Wednesday evening last: Per last report, 1,854·02 22,214·11 Total, 31,068-13

THE COAL TRADE .- Sent by railroad up to Thurs-

Tributa lant. Tribute	13	JUUI	ne		
Schuylkill Haven,		-		-	2,640.14
Pottsville, -	-		-		1,398-01
					49,29.15
Per last report,		- ,		-	31,662-06
•					35,692.01

NEW YORK AND ERIE RAILROAD.

In another page will be found extracts from the Binghampton Courier, and the views of the meeting with reference to the confidence to be placed in the company, are only too general throughout the southern counties. They make no distinction between the present and the previous directions and would apthe most advisable course under all circumstances. For they cannot imagine that there is any probability of this or any other work being undertaken by the State, if they give the least attention to public opinion not only here by take in the most advisable or the work and continued in the state of the s pear to regard the sale of the work by the State, as not only here, but also in the east and west. If the not only here, but also in the east and west. If the State should re-commence the construction of public works, then have the southern counties unquestionably the first claim; but such a remote contingency has little interest. It will be observed that the meethas little interest. It will be observed that the meeting "does not believe" that a location of part of the line out of the State is necessary; a position in which

pass into the hands of those who will select the best the track with the ordinary arrangement. line, and, as that line is unquestionably in Pennsylvania, for a considerable distance, they will gain nothing by their present opposition. We are no apologists for the company, but taking things as they are, we would respectfully, but earnestly, entreat the friends of the New York and Erie railroad to withhold all opposition to any measure calculated to forward the work-above all to its location in Pennsyl-

vania, which is, we repeat, indispensable.

In looking over the list of stopping places on

LONG ISLAND RAILROAD.

DISTANCE PROM | PARE

	Light	ANCS P	Milai.	PARE
NAMES OF PLACES.	Brook-	Place to	Green port.	from Brooklyn.
	Miles.	Miles.	Miles.	Dolla. Cts.
Brooklyn			95	
Bedford	21	21	921	124
East New York	5	21	-90	121
Union course	71	21	871	184
Trotting course	81	-1	864	181
Jamaica	11	31	81	25
Brushville	14	3 4	81	371
Hempstead branch	18	4	77	43:
Carl Place	20	2	75	431
Westbury	23	1	72	59
Hicksville	26	6	69	561
Farmingdale	31	5	64	681
Deerpark	37	6	58	871
Thompson	41	6	54	1 00
Suffolk station	44	7	51	1 121
Lake road	48	4	47	1 31
Medford station	55	11	40	1 50
St. George's Manor.	67	12	28	1 75
Riverhead	74	7	21	2 00
Jamesport	79	5	16	2 00
Mattetuck	84	10	12	2 00
Cutchogue	88	4	.7	2 121
Southold	91	7	4	2 121
Greenport	95	1 4		2 25

SAFETY SWITCH.

from the very best authority. They may, and with may be seen at our office. The object is described to which we refer cur correspondent. justice, say that the circumstance of the road being in the advertisement; but we may here observe that We must also remind him that there is a vast difwithin the State of New York. This is a question be also set for the turn-out; otherwise the train cording to our ideas.

We particularly request s'alements of the traffic of of good faith on the part of the company, which we runs off. Now, with the safety switch, the train is of some of the southern counties should succeed in ference to the position of the safety switch, after being defeating the application of the company, they will thrown on the side track by neglect. In the night only stop the work, injure others and themselves time, with heavy trains especially, this is all importtoo; for we take it that any location is preferable to ant, for it is generally too late to stop the train before no road at all. Again, if the road be sold, it will reaching the lower switch when the train runs off

READING RAILROAD.

In our last we gave the report of the Reading company at length. The large amount invested, the very contradictory opinions entertained as to its capabilities, and the circumstance of its being the only freight road of great length in this country combine to give general interest to this work. Using round numbers the gross income for 1844 was \$600,000, the expenses \$250,000, and the net income nearly \$350,000, on an expenditure of \$9,500,000, equal some of the great thoroughfares, we found that tabu- to 31 per cent. The road was in full operation only lar advertisements, in the style of that of the New part of the year. The company estimate the receipts Jersey railroad company, would occupy too much of 1845 at about \$1,100,000 and the quartity of coal space. We therefore present the following table of to be transported at 890,000 tons, the amount carried the fares and distances on the Long Island railroad, over the Stockton and D: rlington road in England. and would observe that if each company would in- This will be nearly twice the business of 1845 and, sert a similar advertisement in the Journal, they allowing twice the amount of expenses to cover rewould confer a great favor on the travelling public newals as well as repairs, the net income would be and themselves, besides increasing the capability and \$600,000, or 6 per cent on the total cost of the road. \$17,703 46 efficiency of a Journal devoted to the cause of all We trust that twelve months hence we may be able - 7,100 63 public improvements—railroads especially.

We are indebted to Harace Williams, Esq., treasurer of the Boston and Worcester railroad company, for the last report of that corporation; also to George Bliss, Esq., president of the Western railroad company, for their report for 1844. We give extracts from them both, and shall probably continue them in the next number. The controversy between these two companies is of the utmost importance to Massachusetts, and cannot be regarded with indifference by any company or even individual interested in railroads. In another number we shall refer to the rates of fare and freight on the Western railroad.

For the American Railroad Journal.

6

In your Journal of yesterday you give the cost of the State lateral canals of New York, including deficiencies. The deficiencies being the interest on their cost and repairs, deducting receipts, compounded at an annual interest of about 6 rer cent.

Now will you be kind enough to publish the cost of the Eric canal in the same way, adding in defi-

Also the cost and deficiencies of the following railroads, viz: New York and Erie, Hudson and Berkshire, Harlem, Long Island, Mohawk and Hudson, Troy and Saratogo, Troy and Schenectady, Ithaca and Owego, Canajoharie and Cattskill, Saratoga and Schencetady, in this State; and the far famed p.m. and 9 a.m., for Brooklyn and intermediate Reading railroad, in Pennsylvania; computing the interest on their cost, in calculating deficiencies, at 6 per cent. and on loans at the amount paid, and FAIR PLAY. much oblige

The interest on the deficiencies of the the canals is not compounded. The comptroller published a state-We call the attention of railroad companies to ment of the income and debts of the Eric canal, althey are greviously in error, as we have understood Mr. Nicoll's patent safety switch, a model of which lowing compound interest on both, a few years since,

confined to the State of New York by the charter, a train, intended for the main track, and running off ference between the Troy and Reading roads and the and operations on a large scale having been com- on a turn-out, owing to neglect in the switch-tender, others. The former roads do not inflict their losses menced under that charter, a pledge was virtually will come on the main track again without injury, on the community; if the latter gain, they pocket the given to them that the road was to be kept entirely on the ordinary plan, if the switch at the other end profit, if they lose we pay, which is not fair play, acBEAUTIES OF GOVERNMENT ENGINEERING.

Under this head we will occasionally give lars per mile for repairs, etc. !! our readers such information as may be necessary to a pretty thorough understanding of the extraordinary system of political jobbing, which, acting under the specious title the public mind. If the session of the legis-of "internal improvements," has loaded many lature does not furnish the time, or if the The passage we of the States with debt and disgrace, and has means cannot be come at in Columbus for put back for many years the construction of works of real utility. To judge from the remarks in the public prints, one would sup the majority of the people's representatives." pose that the State works of Ohio were equal or superior to the private works of Massachuseus. In our first number of this year Archbold submitted to the house of represenwe gave our views pretty plainly on the miserable results of the Ohio canals. The reerable results of the Ohio canals. The rereport of the commissioners, for 1844, we have just received from Leander Ransom, Esq., also from J. W. Erwin, Esq., and there is nothing in them to change our opinionsfor the better. The cost of the canals is of passing a statute, to secure a thorough in-\$15,677,435, the gross income for 1844 was \$527,515, the expenses were \$197,442, and a committee of the general assembly, to sit ment on his own position at a Board, presid-the nett income, \$330,073. The annual deduring the recess, or by a commission of other ed over by an engineer whose "professional" ficiency is about \$600,000, which is, as our citizens, or in any other manner they may readers well know, paid by a property tax deem best, with leave to report by bill or of 5½ mills on the dollar, nearly twice as much otherwise; and that it be recommended to as would have saved the honor of Pennsylvania, and five time as much as has been paid for a few years for a similar purpose in give, consistently with the principles of equity, prominent appears to be an "honorable genimposition has created vast dissatisfationmore especially in the agricultural districts.

· But passing by all objections as to knowledge of the resources of the country, and en-ducted in a fraudulent manner, and end in for an inquiry into the conduct of the board gineering skill, in the higher departments of the robbery and distress of the people?"-San of works, with relation to the improper rethe profession, more particularly, it appears dusky Clarion. that that most necessary of all ingredientscommon honesty—has been in many instances entirely omitted. We give extracts from two highly respectable Ohio papers published at the flourishing cities of Sandusky and Co-

the State.

"The Board of Public Works.—Among ing some more effectual means of affording Mr. H. Merritt most vehemently denied, but the letters of inquiry which we receive, as to protection to her majesty's subjects in their what the legislature is doing, no subject is of lives and property than was now possessed by tener mentioned than the board of public works. the government or magistrates. He moved of works."-St. Catharine's Journal. An indefinite impression of great abuse in also that some of them be read, which was that department of the public service prevails; done. The honorable gentleman then stated and this is not confined to party lines, nor has that those read were only a sample of what it arisen from party prejudice entirely. Men the bundle contained. They were a mere of all parties speak plainly in relation to the specimen of outrages unparalleled in any cimanagement of, and expenditures on our public works. Take the expenditures on the From the papers submitted some idea might Ohio canal, from Portsmouth to Cleveland, be formed of the trouble the government have the Board of Works, at the time of the elecfor the past season. in the report of the board, in exact numbers, those disgraceful outrages were still going on. at one hundred and ten thousand six hundred. The contractors had been brought to a stand all who believed themselves acquainted with still, and were afraid of their lives, the people the particulars of the case." superintendence and making ordinary and in the vicinity had been robbed, their houses extraordinary repairs—with the addition of plundered, and travellers stopped on the high-2,530 dollars 66 cents to engineers and for ways. But it was impossible to identify the the eyes of the people, in order to prevent the

such an examination, let a committee be ap--Ohio State Journal.

" Ohio Legislature. - On the 22nd ult., Mr. management of the public works, by which the State has sustained great loss and injury, and closing with the following resolution:

" Resolved, That the committee on finance be instructed to inquire into the expediency said committee, in case they should deem it

"The resolution was adopted-yeas 65, nays none. What else could be expected from a system commenced in injustice, for procuration. selfish and local objects, than it should be con-

A late Montreal paper furnishes the following "gem" in its account of parliament-deal of angry discussion about this business. ary proceedings :-

"Hon. receiver general submitted a message from the governor general, with a large the board; and that a situation of £500 per lumbus, the latter the seat of government of mass of documents, connected with outrages annum was offered to Mr. Merritt, M. P. for committed in the neighborhood of certain pub-We find this put down had for the last two months and a half. And

309 72, or near three hundred and forty dol-stop to in the present state of the law, without a large military force. It was therefore for "Now, this may be all right, but the peoparliament to say what was to be done. His ple want some evidence of it. Nothing but own opinion was that the works should be stopa thorough examination and sifting of the ac- | ped, and ample power given to magistrates counts and doings of this board, will quiet and the government to put an end to the hor-

The passage we have italicised contains the gist of the matter, and unquestionably pointed to sit during the recess. Something gives the wishes of the governor as well as must be done or blame will be attributed to of the receiver general. If once stopped we in New York know that the resumption will not take place in a hurry. We are only astonished that it was not recommended by the governor long since. While getting rid of the "canallers" the government will be enabled to cast off that incubus the board of works, and apply the little means left to some honest and respectable purpose. We suspect that personal motives are not without influence in the Receiver General. The orvestigation of the abuses aforesaid, and of the gan of self esteem must rise in rebellion when whole system of our public works, either by "the honorable gentleman" reflects for a mocareer" is so long that its commencement is lost in obscurity.

The brilliant success which has attended expedient to report by bill, to give to the in-the affair of the Beauharnois canal has led vestigators all the aid which statute law can others to fry their hands, and one of the most tleman" who acted a part-subordinate it is true-but still very important in the above

"Mr. Gowan brought in his motion calling jection of tenders, and also with regard to the charge of accepting bribes from contractors and others. There was an immense Mr. Gowan asserted that in one instance £300 was given to a person connected with Lincoln, for his co-operation with the board, lic works now in progress, and recommend both in and out of parliament. This charge been made to him, but not from the board

> The Montreal Gazette of the 23d says :-"We understand that the committee on the North Lincoln petition, have virtually sustained the sitting member, Mr. Merritt, by deciding in his favor the most important question; namely, whether he was or was not in the service of, or in connection with tion. They say that he was not, and their

It is important to keep these things before incidental expenses - making a total of \$113, guilty, and the outrages could not be put a re-introduction of the system in this State,

and to show how little probability there is computation the distance of transportation, it Western road. The directors were of oninthat any injury could be inflicted on our trade by works under such management, even with the whole road. This quantity compared policy which would afford the means of larwith the amount transported on the preceding ger accommodation and benefit to the public, natural advantages as great as those of New

BOSTON AND WORCESTER RAILROAD.

The directors of the Boston and Worcester railroad respectfully report, that the

December last, for construction was .. 2,914,078 08 The receipts of income during the year ending Nov. 30th. 1844, wcre. 428,437 34 Balance of income undivided the pre-35,500 00 ceding year

The expenditures during the same period were for repairs of road, bridges and buildings. 49,157 93 Of engines and cars 57,337 52 For all other expenses 126,778 47-- 233,273 92 Two dividends have been

 July 1, 1844, 31 per cent... 101,500 00

 Jan. 1, 1845, 4 per cent... 116,000 00—
 217,500 00

 Leaving a balance of income of
 13,163 42

Miles run by locomotive engines With passenger trains.....140,8991 With freight trains. 71,4511 With gravel trains..... 8,273

From the prosperous state of the business of the country, and the satisfactory accommodations which have been provided for the transportation of both passengers and freight over this road, there has been a considerable increase in the business of the last year over that of any preceding year. This increase has arisen in part; from the extension of the business of the Western road, for the accommodation of which this corporation has made a very large expenditure of capital, but in a greater degree, from an increased activity of business, in those parts of the State which are specially accommodated by this road alone.

The number of passengers transported on 631 were passengers conveyed to and from 488 were passengers travelling exclusively the local travel of this road, and that con-stances. nected with the Norwich and Worcester road.

local business of our own road.

to \$198,820. This is an increase over the ments, or in donations to the public. earnings of the preceding year of \$34,793. For the purpose of showing more fully There was something more than this amount than has been stated in the beginning of this 13,163 42 freight transportation, there was an increase branch. of \$20,033 in the expenses of this department. In consequence of the increased number of passenger trains, and some considerable charges for damages, occasioned by accidents, here has also been an increase of expenses of the passenger department. *

Whole am't. Passengers. Freight.
Repairs of Road. \$49,157.93 24,579 24,579
Fuel. 31,610.65 15,442 16,199
Repairs of engines. 29,339.73 14,958 14,382 Other expenses of mo-3,608 10,721.58 tive power..... 10,480 19,420 Repairs of cars..... 30,001.88 Wages, cars, oil, etc., ... 46,262.16 General expenses, ... 21,329.48 28,445 ,749 9,571 Damage and loss 13,193,43 651 Special mail expenses ...

\$231,003.81 115,676 118,326

This statement, as well as all the statements of the business of the road, for some years past, shows an unusually large proportion of the road during the year, including way and annual expenses, to the gross receipts. Such through passengers, was equal to 199,220 a result, occurring from year to year, not over the whole road. Of this number, 57, withstanding the very large amount of business done on the road in both the passenger the Western road; 41,101 to and from the and freight departments, and the strict decono-Norwich and Worcester road, including those my with which the business is conducted, by the New York steamboat line; and 100, serves to show the low rates of compensation of the business of this corporation during the charged on the business done. This is shown

year, shows an increase of 25,851 tons; of would be productive of ultimate benefit to which increase, 13,741 tons was in the busi-the stockholders of the road. They have ness of the Western road; 419 tons in that been always desirous of going to the extreme of the Norwich road; and 11,691 ons in the limit of reduction, which was consistent with the rights of the stockholders, and the duty The earnings in the freight department of the directors, of obtaining a just and rea-Amount of their capital stock is....\$2,900,000 00 during the past year, including the amount sonable income on the great capital invested.

The amount expended to the 30th of December last, for construction was...2,914,078 08

The receipts of income during the year

The receipts of income during the year

of increase in the earnings of the local freight report, the amount of business done during business terminating at Worcester, and an in-the year, ending on the 30th of November crease of about \$3,000 in that which is con-last, in the several departments, together nected with the Norwich and Wordester road. with the earnings, expenses, and net income, S463,937 34 But in consequence of the reduced rates of the following table is presented. The state-compensation for freight transported to and ment shows not only the aggregate of busifrom the Western road, although there has ness and profits in the several departments, been an increase, as above stated, of 13,741 but distinguishes under separate heads the tons, in the quantity of that class of merchandize transported over the whole of this road, that with the Norwich and Worcester road, there has been a diminution of about \$4,000 from the local business of the Boston and in the compensation obtained for it. In con- Worcester road, so as to show the extent of sequence of the increase in the amount of the business and amount of income of each

1,381,128 3,291,444 441,298 5,138 51 32,525 5,2408 10,393 1 58,358 8,394 13,742 4,421,497 2,535,719 1,847,911 8,531,732 8,3463 23,846 76,492 25,787 16,679 1 6,639 4 99,872 143,552 61,689 4		road alone W'n R. R. N. & W. RR	Wn R. R.	N.AW.RR	roigi.
arnings	lons carried one mile	1,381,128	3,201,44.1	441,298	5,023,87
tet income earned 58,358 8,394 13,742 8 8,304 13,742 8 8,304 13,742 8 8,304 13,742 8 8,304 13,742 8 8,304 13,742 8 8,304 10,002h \$134,889 \$39,250 34,845 11,101 19 8,304 8 8,304 13,304 8 11,101 19 8,304 8 10,305	arnings	\$90,833	\$83,805	\$21,135	#198,82
tet income earned	Expenses	52,52	75,108	13	
PASSENGERM. assengers carried one mile. 4,321,497 2,535,7491,847,941 8,940 d,al. pthrough. assengers carried one mile. 4,321,497 2,535,7491,847,941 19 teccipis. becopis. cecipis. feed passenger income. 76,492 25,787 16,679 11 fost income and carrings. 235,722 143,752 64,689 44 oat expenses.	Net income earned	58,358	8,394		80,191
Assengers carried one mile 4,321,497 2,535,7191,847,911 848,910,488 Gral to through. 100,488 Sreengers earlied one mile 1,00,488 Stock of 1,101 Stock of 1,011 Stock of 1	PASSENGERA				-
Agnal to through	assengers carried one mile.	1,421,197	9,535,719	11817,911	8,405,18
\$131,839 \$50,250 \$40,515 \$22 58,347 33,463 23,865 11 76,492 25,787 16,679 11 235,722 143,752 61,680 44 90,872 108,871 31,259 23	enal to through.	100,488	57,631	41,101	199,22
58,347 33,463 23,866 11 76,492 25,787 16,679 11 235,722 141,052 61,680 44 99,872 108,871 31,269 28	eceinis	-			\$531.63
255,722 141,052 61,650 44	xrenses		33,463		115,676
235,722 143,052 61,680 44 90,872 108,871 34,259 23	et passenger income	1	25.787	16.679	=
90,872 143,052 61,680 90,872 108,871 31,259	fail, rent, etc.				8,730
90,872 108,871 31,959	ross income and carnings,		143,052	089'19	1
The second of th	'otal expenses		108,871	31,259	234,005
Total net income. 134,859 34,181 30,421 20	Total net income	1	Ł	1	208,191

year, amounted to \$208,191, which is equal on this road. These numbers show an in also by a comparison of the rates of fare and to 75 per cent. on the capital stock of the crease in the aggregate of passengers com-freight charged per mile, with the ordinary corporation. It shows that the rate of profit pared with those of the preceding year, of rates on other railroads in the country and in on that portion of the business, which is done 26,006. The whole of this increase was in other countries, in corresponding circum-in connection with the Norwich and Worcester road, including the steamboat line, under This large proportion of expenses, to the the arrangement which has been alluded to, In the travel to and from the Western road, receipts of income, has arisen to a certain ex-there was a diminution of about 2,000 in the tent, from the voluntary adoption by the di-the local business of the road, the line being number of passengers; and as the rates of rectors, of what they deemed a liberal and such that on account of the competition of fare received by this road, from that class of wise policy, of encouraging the expansion other lines, and other modes of transportation, passengers had been reduced, there has been and enlargement of the business on the route, it must be done at low rates, or it would be a considerable diminution in that branch of by frequent trains and low rates of fare and transferred to other routes. It shows also freight. But it has been increased to a bur-that the rate of profit arising from the portion The whole amount of freight transported densome extent by the recent excessively low of the business which consists of the conveyon the road was 126,853 tons. Taking into rates for passengers and freight from the ance of passengers and freight, to and from ing a very inadequate compensation, in pro-portion of general expenses, and also its proportion to the amount of the business, for the portion of interest, to be divided by the numcapital required for transacting it, and even ber of passengers conveyed one mile on the for that proportion of the capital which was same road, ascertained as above prescribed; expended for the special accommodation of and the difference between the results, so obthis part of the business.

Western Railroad, for the mutual regulation of the joint Fares and Freights.

termined by mutual agreement between the two boards of directors.

3. In determining the rates of fare and freight for the joint business of the two roads, it shall be first ascertained what difference cost of each, with its appurtenances, and averaging these on the whole business of the re-on their respective roads for the current year. spective roads. The rates established shall be such, as with a just allowance for this difference of annual expenses and interest, will give to each road an equal net profit per mile on each passenger of the same class, and each ton of freight of the same class.

4. For the purpose of ascertaining the said charges of the two roads for current expenses and annual interest, averaged on each passenger and each ton of freight carried one mile, for regulating the comparative rate of fare and freight on them for the year 1845, an accurate statement shall be made of the business of each roud in the year 1814,

which statement shall exhibit

1. The amount of freight transportation, estimated by the number of tons conveyed one mile, and the amount of passenger transportation by the number of first class passengers conveyed one mile, including also an allowance for second class passengers, equal to two thirds of the number so carried.

2. A statement of the current expenses of the year, including the cost of repairs of road, bridges, buildings, engines, and cars, and all charges for loss, damage, and general expenses. The charges for the passenger and freight departments of business, to be stated separately, and those which cannot be divided by a more equitable rule, to be divided between the two departments, in proportion charter was \$2,000,000, and it was increased to the gross receipts from passengers and by 1,000,000, by a subsequent act,—the State

3. A statement of the cost of each road, chartered capital \$3,000,000, one third owned with the annual interest thereon. The interest to be reckoned at six per cent., except stockholders.

To which will be added the amount to be realized on the sale of 3266 shares of stock, above its nominal cost of \$87.69 per share, (without interest). rest to be reckoned at six per cent., except stockholders. such part of the cost of the Western road as This amount is defrayed by loans on State stocks, and Al-lized as follows, viz: bany bonds, which shall be stated at the Amount paid in full, by stockholders on amount actually paid. The interest so ascertained on the cost of each road, to be divided between the passenger and freight departments, in proportion to the amount of receipts of income from passengers and freight.

4. These amounts being ascertained, the aggregate of the expenses of the passenger

the Western road, is still much less; afford-department on each road, including its protained, shall be the difference in the rate per Proposition submitted to the Directors of the mile of first class fare to be established on the two roads, for the joint business during the current year. The difference between the 1. Each corporation shall be entitled to second class rate to be in the same proportion the whole income earned upon its own road. The aggregate expenses of the freight de-2. The rates of fare and freight, for the partment on each road, with the interest ap-joint business of the two roads, shall be de-portioned thereto as above described, to be portioned thereto as above described, to be divided by the number of tons conveyed one mile, and the result so obtained to govern the difference per mile, in the rates of freight to be charged on the two roads.

5. At the commencement of each succeedbetween their respective rates will afford to ing year, similar statements to be made, of the each corporation an equal net profit per mile, business and expenses of the preceding year, on each passenger, and each ton of freight with the interest, and divided between the transported (over the whole or any part of two departments as above prescribed, and both roads,) taking into consideration the an- new results obtained, for regulating the differnual charges and the annual interest on the ence in the rates of fare and freight, which

WESTERN RAILROAD REPORT.

The directors of the Western railroad corporation present to the stockholders their tenth annual report of the business of the corporation for the year 1844, and of the condition of the road and its finances at the close of that year.

Inquiries have so frequently been made in reference to the capital, debts, and available means provided for the construction of the road. that it is feared some misapprehension may to present more particular statements on these points accompanied with explanations by which they may all be clearly understood. This will be done under the heads of

I. Chartered capital,

II. Nominal means provided for construc-

.III. Assets actually received out of nominal means, and available for construction,

IV. Debts contracted for construction, V. Amount expended for construction, VI. Sinking funds for payment of debts.

1. Of the Capital.

The capital authorized by the original 3. A statement of the cost of each road, chartered capital \$3,000,000, one third owned

This amount has been all paid in or real-

either abandoned to, or bought in by, the corporation, after there had been paid thereon\$49,193.21

Amount paid on the same by the corporation, to fill up the

stock, and temporarily charged to "deferred account," being the actual cost to the corporation, \$87.69 per shr., (now worth par),.....283,496.89— 326,600 \$3,000,000

This is considering the shares on hand as cash, at \$87.69 The excess of that sum produced on sale, is available for construction: the construction account having been charged with more than that amount in interest, on account of these shares, on Dec. 31, 1842, as per report of Jan. 7, 1843.

II. Of the NOMINAL means provided for the construction and equipment of the road. \$3,000,000

The chartered capital as above
The State scrip or sterling bonds of the commonwealth, authorized by three acts of the legislature, and payable as follows, viz:

April 1, 1868. £135,000-October 1, 1868. 337,500 October 1, 1869. 90,000 April 1, 1870. 180,000 April 1, 1871. 157,400 £899,900 \$3,999,555.56

Of the amount authorized, £100 have

not been issued. 3. Bonds or scrip of the city of Albany

payable as follows, viz:
uly 1, 1866.....\$250,000
" 1, 1870.....300,000

" 1, 1871 200,000 " 1, 1876 250,000 250,000-1,000,000.00

Total nominal means provided \$7,999,555.56 The whole of the scrip and bonds have

III. Statement of the ASSETS actually received out of the NOMINAL means provided, and available for construction.

\$3,000,000

sold in England, from 1838 to 1841, at a premium—amount realized here—including premium and ex-

Available net, Amount of balance of 1,692,444.44

State scrip, £519,100, sold in this country at a loss, and subsequently to the above payments:

to the sinking fund ... \$2,307,217.82 Less net discount on sale. 138,574.35

Available net,
4. Am't of Albany bonds \$1,000,000 2,168,731.07 Less net dis. on

sale of same, 9,574.35 And am't paid

Albany sink-ing fund, per contract....190,000.00— 109,574.35

Available net,

890.425.65

890,425.65-7,751,601.16

IV. Of the DEBTS of the corporation contracted for construction, and payable from 1868 to 1876.

Of the total amount of State scrip issued-£899,900—the part sold in England, is at all events payable there at sterling, say £380,800 at \$4.44 is \$1,690,752.

To which must be added the exchange for remitting the funds, at the rate it shall rule, at the maturity of this part of the scrip,

			AME	RICAN	RA	ILR
				0 U L	.11:	Analy
The balance £	519,100	was sole	in this		ildings,	
country, reckoned	and to be	redeeme	a, y nere,	Fuel in engin	ne and l	build-
nt 84.80, though s	old at a di	scount;-	-with the	ings and fe	erry boa	at
right to the holder	to recei	ve payn	nent nere	Other transp	ortation	ı ex-
at that rate, on giv	ing 60 di	ys prior	notice	penses General expe	nses	
or in England at	sterling (84.44)	t ms op.	Total expens		
ion,—this corpora	tion givin	ig him a	separate	The annex		
agreement to that	effect.			The balance Of this amou		
Of course, the a	ctual amo	unts to b	e paid on	interest of t		
both parcels, will	depend	upon th	e rate of	and tempor		
exchange at the ma	iturity of	the sever	al issues.	quires, as	by the	trea-
Estimating the w	'hole at 🖇	1.80 for th	ne pound,	surer's boo	ks	
he amount to be	paid on £	2899.900	, will be,	Paid to Mass	s, sink'g	z runa
as stated in the las	t report-	-		Aiba	.my	*
			999,555.56	Balance is th	e nett s	aurnline
Exchange or its equi-	valent		319,964.44	Since Jan. 1s	t a divi	idend of
A 11 AN L. J.			319,529.09	has been d	eclared.	, which
Add Albany bonds.			000,000.00	shares, be		
Total construction d	ebt payable	e from	210 500 00	corporation		
1868 to 1876 For which there is pr	ovided in t	he two	319,320.00	Leaving a su	urplus c	arried for
sinking funds, as o	f Jan. 1, 1	845	389,210.17	resent year	ed acco	ount of t
Balance of debt to be						
V. Statement of t	_			0 1		
for the construct				The whole	numbe	er of mi
	ttore wreat	equipme	ne of the	and a Car, was		
road. The expenditures f	or construc	tion and	- quinnent	For passenge For merchan		
in the year 1811, hav			equipment,	For other tra		
OBJECTS.	Western rd. in Mass.		Totals.	Total miles		
Objects.				A table an		
Con manager (s-1)	Dollars.	Dollars.	Dollars.	The expense	s avera	ged upo
For masonry and graduation	44,364 31	6,542 01	50,906 32	The whole	numh	or of po
Superstructure	7,433 14		7,433 14	road during		
Bridging	1,644 07		1,644 07	Through pas	sengers	s, 1st cla
Depot Buildings,	97 59~ 09	20:00	20 550 44	"	"	21 "
rixtures, Aque- >	30,531 23	3,019 21	33,556 44	Way	41	1st "
ducts, etc) Depot lands	5.842 00	4,550 75	10,392 75	FF-4-1		~
Land damages	500 00	7,000 00	7,500 00	Total passen Do. in 1843.		
Engineering		24 94	24 94			
Engines	24,405 70		24,495 70	A table an	nexed	shows th
Passenger cars Merchandize	37,306 83		37,306 83	monthly.		210110
Pences	4,470 24		4,476 46	By refer	ence to	o the t
Ferry boat		28 66	28 66	will be sen		
• I	156,503 52	21.171 79	177,675 31	sengers is s		
ace iven wails turns	,	, , , , ,	,	This is ma		
cess non rans trans-						
ferred from Alba-	0.000	0.00				
ny to Western r'd.	8,715 00 165,218 52	8,715 00		greater par the through	t of 18	343, th

Western R. Road			
Prior to Janu-	Dollars.	Dollars.	Dollars,
ary 1, 1844 In 1844	5,181,505 95	576,023 79	5,757,529,39
ın 1844	100,019 04	61,712 53	161,731 57
	5,281,524 63	637,736 32	5,919,260 95

Albany and West Stockbridge Railroad.		ary 1. 1845.
Prior to January 1, 1814 In 1844	Dollars, 1,753,530 28 13,411 24	Dollars, 7,511,059 66 175,142 81
4	1,766,941 52	7,686,202 47

the report of 1844, have been corrected from the books.

TRANSPORTATION DEPARTMENT. The receipts from the business of the road increase, 1,496. in 1844, were as follows:

package expr's, rents, etc 23,926 88 Total receipts ... \$753,752 72

The annexed table gives these items monthly. The expenses on the same account for 1844, were as follows:

Repairs of roads & bridges 61,390 49 29,782 44 4 " cars 21,510 08

	" " buildings, tools,	
3	formy host ate 11 538 33	
3	Fuel in engine and build-	
e,	ings and ferry boat 63,984 88	
e	Other transportation ex-	
	penses 98,028 95	
	General expenses 27,839 03	
•	Total expenses	314,074 20
e	The annexed tables show these items	monthly.
	The balance gives the nett receipts	439,678 52
n	Of this amount, the whole	
f	interest of the permanent	
	and temporary loans re-	
5.	quires, as by the trea-	
i,	surer's books 287,977 49	
,	Paid to Mass. sink'g fund 49,000 00	1
,	" Albany " " 10,000 00	
		337,977 49
64	Balance is the nett surplus Jan. 1, '45.	101,701 03
	Since Jan. 1st a dividend of 3 per cent.	100,100
ō	has been declared, which on 26,734	
0	shares, being all not owned by the	1
-	corporation, is	80,212 00
0	Leaving a surplus carried forward the	
	present year of	21,489 03
7	The annexed account of the treasure	
	statement of the entire receipts and pay	
J	statement of the entire receipts and pay	mento tor the

in 1844, was as follows:

road during the year was: 21 " .. 55,0581-

Do. in 1843.... ... 19,292

through passengers. There was no induce then a sustaining power. - U. S. Gaz. ment for such a practice in 1844.

one mile by the merchandize trains, was:

156 miles.

The number of miles run by merchandize trains in 1844 being 255.376, is equal to 1,637 The items prior to January 1, 1844, as given in trips through, averaging 432 tons each train.

The through freight from Boston to Albany in 1843, was 5,268 tons; in 1844, 6,764;

The amount of freight received at, and sent from Boston, in connection with the Western road, was: In 1844..... .69,842 tons In 1843..... .56,376

Increase13.474 " The number of barrels of flour from Greenbush and vicinity to Boston, was

The whole number of barrels of flour sent from Greenbush to all stations, was In 1844. A The amount charged on all merchandize forwarded eastward from the Greenbush station, was In 1844

The amount charged on merchandize forwarded from Greenbush eastward, in the month of January, for three years, was In 1843. \$6,622 In 1844. 13,677 In 1845. 20,216 To be continued.

MISCELLANEOUS ITEMS.

(F A mention was made in this paper, some weeks since, of a new invention which promised to overcome the obstacles hitherto presented in the travel of Inclined Planes on Railroads. We had the pleasure of viewing the model in operation yesterday, in the great room of the Exchange, and what was done seemed to warrant The whole number of miles run by all the rains the helief, that the inventor, Mr. Coleman, has accomplished an object much desiderated. A small locomotive, with but 11 inch bore of pis-....255,376 100, and 11 inch stroke, drew after it a car load-For other trains, road repairs, wood, etc... 31,6991 ed with fifty-six pounds of iron, up a plane placed at an elevation of six degrees, with perfeet ease, and stopped at any point desired-moving backward and forward emirely at the will of the engineer.

Along the centre of the track of the plane, a -195,927 centre pin fixed to the beam. On the bottom of200,9651 thread of which fell exactly into the vacant space between the circles, catching on at least three of A table annexed shows the number of passengers them at once when the locomotive was fairly in motion. The series was connected by a cog-By reference to the tables of each year, it wheel to the driving wheels of the engine, and will be seen that the number of through pass derived its motion from them. It is easy to see sengers is stated in 1844 less than in 1843, that when in notion the engine will pass along This is mainly owing to the fact, that in the This is mainly owing to the fact, that in the greater part of 1843, the difference between the through and way fare was so great, that way passengers, to a considerable extent took the screw, and that when it is stopped, each thread of the screw will rest against a fixed bod y—and the flanges of the engine wheels not permitting any motion to either side, the pressure is kept The total expenditures to January 1, 1845, through tickets, and were thus registered as fixed and firm against the circles, which become

REDUCTION OF RATES .- Col. Elmore, in a The whole number of tons pett, carried letter to a Committee in Kershaw District, S. C. thus speak of the income of the South Carolina carried over the whole length of the road, facts speak - give the profits of our Railroad for five years:

1840, Receipts were - \$322.740:95 1841, 349,834:44 1842, 348,355:95

We then reduced freights nearly 50 per cent., and passengers' fares nearly -40 " And yet our receipts were

" - \$348,355:51 " - 533,657:00 1843, 1844.

The first year of reduction, viz: 1843, we gained immensely in freights, but not enough to make up fully-but in 1814, our rates had become known, and our business has been immense. - Ga. Mess.

SHAMOKIN AND POTTSVILLE RAILROAD. Mr. Kimber Cleaver, Engineer, who surveyed the route of the above mentioned Railroad, exRoad will be 39 miles in length, and can be questions on the broad principle of public and of the traffic to Belgium, Germany, the Rhine, completed at a cost of \$690,000. laid with an general advantage, we should not notice these &c., which now goes by Ostend and Antwerp. greatest rise is 73 feet to the mile. We shall laying the lamentable ill-feeling which has so refer to this road again. Want of room cuts our notice short this week.

The most powerful establishment I ever visited, is the Copper Rolling Mill of Messrs. Phelps, Dodge & Co. It will well pay a visit of the curious. The machinery is driven by three water wheels, two of them of enormous size. The balance wheel is some eighteen feet in diameter. This, you will readily see, would would take a pretty high building to revolve in. The rollers are said to be the largest in the country; they would be apt to hurt a person's feelings to get between them when under full headway. Some fifteen bondred dollars worth of copper is turned out per day in sheets, besides a large lot in copper bars of various sizes. A piece of copper some twenty-our inches long, twenty wide, and three inches thick, is put between the rollers and comes but a large sheet, any thickness desirable, from one inch down to the thickness of a wafer. This mill has not been in operation for a day or two past, owing to the freshet in the Naugatuck. Here are employed some thirty-five men.—N. II. Courier.

IRON COLLIERS.—We learn that a number of capitalists in Philadelphia and New York, propose constructing a number of Iron Steam Colliers, similar to those plying between New Cas-tle and London, of about 700 tons burthen. to carry Coal by Sea from Richmand to New York and other Eastern ports. The trial made by the Errickson Propeller during the last season has demonstrated that Coal can be carried very cheap from Philadelphia by this mode of conveyance. - Minor's Journal.

GEOLOGY OF NEW HAMPSHIRE.—The Geological survey of Dr. Jackson has disclosed an unexpected amount of mineral wealth in the "Granite State." In the town of Bartlett, an iron mine has been discovered, possessing ore of excellent quality and of inexhaustibe amount. The locality was formerly worthless; it has re-cently been sold for \$10,000. In Eaton a vein of zinc ore was discovered, more abundant than that of Bristol, England. The mine will furnish zine sufficient to supply all New England. At Warren, copper ore was found, of such character and in such quantity as to warrant mining. In Jackson a vein of tin was discovered. Other valuable metals and ores were found, showing that New Hampshire is rich in mineral treasures.

Such facts establish the value of geological surveys. Massachusetts was one of the first to authorize such a survey; and the proposition for the survey encountered no little opposition from the "penny wise and pound foolish"—from those dear lovers of "the people," who are unwilling to take a shilling out of their puckets, that a dollar may be put in.—Hampshire Gazette.

LOCOMOTIVES AND STEAMBOATS IN FRANCE. It is officially stated that in 1842, there were in France 201 locomotives belonging to the different railroads, and 229 steamboats, representing a force of 35,000 horses, which conveyed in that year 996.826 tons of goods, and 2,515,991 passengers - Phil. Inq.

FRENCH RAILWAYS .- We have received several communications alvocating the respective merits of Dover and Calais, and Folkestone and Boulogne, as routes from London to Paris, and building thereon arguments for or against the North (Calais) and the Boulogne Railways. As we make it a rule never to enter into these

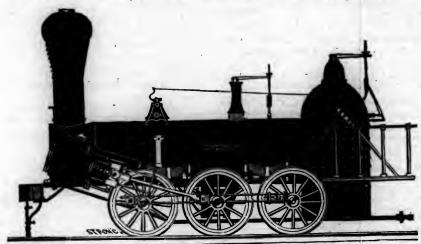
ing of the Dover Railway and the establishment the direct Paris and London traffic. of steamers between Folkestone and Boulogne, shows that Calais must submit to lose the greater and of that of Boulogne and Amicas, we cannot creased than otherwise when the projected lines of railway from both places will be opened. will have a reciprocal interest in each others Calais will, however, be compensated, as we welfare .- Railway Times.

which we glean the following particulars: The petty local controversies, but to treat all railway stated last week, by obtaining a large proportion Iron Rail weighing 60 lbs. to the yard. The effusions had we not the hope of somewhat al- Thus both places will have their share of traffic -that share which their natural position has long and violently existed between Calais and given to each—and Calais will still continue to.
Boulogne. Whatever may have been the case be one of the chief entrances to the continent, formerly, what has taken place since the open-although Boulogne will gain a large accession of

> As to the two companies, of the north line, part of its former London and Paris passengers, conceive how any rivalry, or other than the best which the much shorter distance by Boulogne feeling, can ever exist between them, for the will certainly induce to prefer the latter route. whole of the London and Paris passengers and This preference will also certainly be rather in- goods must go over 90 miles of the north railway

NORRIS' LOCOMOTIVE WORKS,

BUSH .HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Clas	s 1,	15 i	nghes Diai	meter of	f Cylind	er, X	20	inches	Stroke.	
66	2,	14	"	66	ü		24	46 6	66	
66	3,	143	66	66	44	. X	20	46	66	
44	4,	121	46	44	66	X	20	66	25	
46	5,	113	44	44	"	×	20	. "	66	
86	6,	101	44	66	66	X	18	66	66	
1	C	3:		b Y						_

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Ream

Ream

Section

цp

KITE'S PATENT SAFETY BEAM.

Safety

Safety

CLAN

ELEVATION

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled assenger car was broken, but from the par-ticular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axlc and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with active cafety. Had not this invention been with entire safety. Had not this invention been

used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

In short, we consider Mr. Kite's invention as completely successivin a securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

JAMES ELLIOTT, Sup. Motive Power,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

JA model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer. Length of Road, 33 96-100 miles. John S. Darcy, Esq., President. J. P. Jackson, Esq., Secretary.

Leave New York, foot of	DAILY	<i>.</i>	SUN	DAY.
Corutland street.	A. M.	P. M.	A. M.	P. M.
" Elizabethtown " Rahway " New Brunswick Leave New Brunswick	9, 11, 12 9, 11 9, 11 9 6, 7 1-2, 11 1-2	2, 3, 4 3-4, 6 3, 4 3-4, 6 3, 4 3-4	11 1-2	81-2
Elizabethtown Newark For New York.	6'3-4, 7', 81-4, 12 7, 71-2, 81-2, 101-2, 12 71-2, 81-4, 9, 11	3 1-2, 5		9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	inswick.
	Miles.	Cents.	Miles. 1	Cents.	Miles.	Centa.	Miles.	Cents.	Miles	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Newark Elizabethtown Rahway	10 3 4	31 1-4	5 1-2	12 1-2		10 10	5.	12 1-2	16 3-4	50
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2	11 3-4	3/11/2

R. CASEY, CIVIL ENGINEER, NO. 23 . Chambers street, New York, will make survys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Mc. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared and all appertaining business accounted pared, and all appertaining business executed.

- REFERENCES.

Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, " "
Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45

AILROAD IRON AND FIXTURES: N Subscribers are ready to execute orders for the above, or to contract unex-vered in the United States. DAVIS, BROOKS & CO., 21 Broad st., N. York. above, or to contract therefor, at a fixed price, deli-

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the

quality warranted. Address
JOAN F. WINSLOW, Azen',
ja35 Albany Iron and Nasl Works, Troy, N. Y.

LONG ISLAND RAILROAD COMPANY. LONG ISLAND RAILROAD COMPANY.

Trains rud as follows, commencing Nowember 1st, 1844:

Leave Brooklyn at S. a. m. 7% New York sidey—Boston Train—for Greenyort, daily. Sundaya excepted, stopping at Farmingdale and St. George's Manor.

Leave Brooklyn at 9% a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.

Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Boston Train, at 1, p. m. or on the arrival of the steamers, daily, Sundaya excepted, stopping at St. George's Manor and Farmingtale.

Leave Greenport at St. a. m. Accommodation Train, for Brooklyn and fortermediate places, on Mondays, Wednesdays, and Fridays.

and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7, a, m, and 13, p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

Leave Brooklyn at 41, p. m. for Jamaica.
Leave Brooklyn at 42, p. m. for Brooklyn.
Leave Jamaica at 8, a. m. for Brooklyn.
Leave Jamaica at 31, p. m. for Hrooklyn.
Leave Jamaica At 32, p. m. for Hrooklyn.

Leave Jamaica at 31, p. m. for Brooklyn.

BOSTON AND PROVIDENCE RAILROAD.

PASSENGER NOTICE—Winter Arrongement.—To commence Menday, November 4.

On and after Monday, Nov. 4, the Passenger Trains will run as follows:

For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Theselov, Thursday and Saturday.

For New York—Morning Line, via Long Island Ruitroad—Leave Boston at 3 A. M. on Monday, Weetnesday and Friday.

Baston, Providence, Taunten, Very Realington Men Trains.

Leave Boston at S.A. M. on Menday, Wetnestiny and Friday.

Boston, Providence, Tawnton, New Bulford and Way Trains.
Leave Boston at S.A. M., and 3‡ P. M., and Providence at b.

A. M. and 3‡ P. M.

Taunton at \$‡ A. M. and 3‡ P. M.

New Bedfort, at 7‡ A. M. and 2½ P. M.

Bedham Trains.

Leave Boston at 9 A. M. -3 P. M., 5‡ P. M.

Dedham at 7 50 A. M., 10½ A. M., 4‡ P. M.

All baggage is at the risk of the owners thereof.

WM. RAYMOND LEE, Sup't.

WM RAYMOND LEE, Sup't.

FITCHBURG RAILROAD.

OPEN TO ACTON.

Passenger Trains will run as follows:
Leave Charlestown at 8 A. M. and I and 4 P. M. Leave West Acton at 7:36 and IU51 A. M., and 5 6 P. M.

Stages on the arrival of the first Train of Cars at Acton, leave daily (Suodeya excepted) for Littleton, Groton, Townserd, Lunenburg, Fitchburg, Ashburnham. Winchedon, Westminster, South Cardeet, Templeton, Fhilipston, Athol, Mass.; Fitzwilliam, Troy, Swansey, Kecuc, Walyole, Charlestown, N. H.; Chester, Windsor, Woodstock, Rutland, Middlebury, Royalton, Montpelier, and Burlington, V. For further information, apply to THOMAS A. STA-PLES, No. 36 Hanover st., or L. HIGELOW, No. 11 Elm x., Boston. Passengers leaving their names at the above offices, will be supplied with Railroad and Stage tickets, and conveyed to the Fitchburg Railroad Del 6t, free of charge.

Goaches will be at the DepSt in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city. Jal

		l ny	n	1	1 2 2	Mirro	
TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A. M.	P. M.	MILES.	FAI
oston	Portland	Boston and Maine,	Daily,	71,	21,	109	\$3 0
"	Somersworth		44	71,	21, 31,	69	2 1
ortland	Boston		46	71,		109	3 0
"	Somersworth		14	41, 91,		40 26	
oston	Lowell	Bosion and Lowen,	"	7, 11,	2, 5,	25	7
owell	Concord	Concord	"	7‡, 11,	$[2, 4\frac{1}{2}, 5\frac{1}{4}, \dots]$	76	20
ostoa	Boston	Concoru,	66			76	20
oncord	Nashua	Nashua and Lowell,	46	7, 11,		41	
	Boston	Mashua and Lowen,	66	63		41	
ashuaoston	Worcester	Boston and Worcester,	"	7, 9,	91	48	1 2
	Boston	Boston and Worcester,	46	7, 10,	6	48	12
"	"	- 44	Sundays,	7, 10,			
oston	Worcester	66 66	Sulluays,	/,			
"	Newton.	86 65	Daily,	91			
ewton	Boston		Dany,	8, 10,	4		
oston	New York via Norwich	1 66 66	Mon., Wed. & Fri.,	0, 10,	4		
u i i	" L. Island railroad		Tues., Thur. & Sat.,				
"	" New Haven	16 66	Daily,	9			
"	Albany	Western,	"	9,	21	156	6 0
lbany	Boston	"	46	81,	14	156	6 0
oringfield	Boston and Albany	"	44	7	3		
	New York via New Haven	44	"		21		
	West Acton	Fitchburg,	"	8,	1. 41.		
est Acton	Charlestown	"		71, 101,	5		
oston	New York, via Sound steamboat	Boston and Providence,	Tues., Thur. & Sat.,		4		
66	" L. Island railroad	" "	Mon., Wed. & Fri.,	8,			
	Providence	66 62	Daily,	8	34	41	1 5
ovidence	Boston	" "	46	8,	31,	41	1 5
aunton	_ "	66 66	46	81,	31,		
ew Bedford	Boston	66 66	46	74,	21		
ston	Dedham	66 66	44	9,	3, 5‡,		
	Boston		" 💣	71, 101,	44,		
	Greenport	Long Island,	44	71,		95	2 2
	Hicksville & intermediate places	46	46 4	91,		26	5
	Greenport " ",		Tues., Thur. & Sat.,			95	2 2
	Hicksville (Saturd'y to Suffolk)		Daily,		4,	26	5
eenport	Brooklyn, (Boston train)	61	"		1,	95	2 2
"	" (accommodation do.).	44	Mon., Wed. & Fri.,			95	2 2
icksville	" & intermediate places.		Daily,	7,		26	5
	Albany & Boston via N. Haven		"	61,		5.0	5 0
	Middletown	New York and Erie,	"	8, 3,		53	
iddletown	New York		"	61,		53	1 :::
	Pottsville.	Reading,	"	9,		94	3 5
	Philadelphia	N. J. railroad and trans. co.,	"	9,	2 0 40 0 70	94	3 50
ew York	Newark		" -	9, 11, 12,	2, 3, 41, 6, 71,.	91	2
ewark	New York	[9 A. M. and 3 P. M., con-		71, 81, 9, 11,	15, 4, 55, 7, 91,	91	2
ew York	Newark	n'c! with Morris Railroad.]	Sundays,	9,		91 91	2
	Elizabethtown	[9 A. M. and 4 P. M., trains, connect with Somerville Rail-		113,	92, 42 6	141	2:
	New York.	road.]	Daily,	9, 11,	2, 34, 44, 6,	141	31
		N. J. railroad and trans. co.,	66	7, 71, 81, 101, 12,	34, 0,	194	31
	RahwayNew York	" J. Tamoad and dans. Co.,	44	9, 11,		194	31
		44 44	**	61, 7, 81, 12,	41, 91,	311	3
	New Brunswick		44		3, 41,	311	50
w Brunswica	" I OTAL			$6, 7\frac{1}{2}, 11\frac{1}{2}, \ldots$		-311	5
ne Vork	New Brunswick		Sundays,	111,		311	- 5
	New York.	Camden and Amboy,		9,	44,	91	
	Philadelphia	it it it	Daily,	51	******	91	3 0
iladelphia	Bristol.	Philadelphia and Trenton,	"			30	3 0
	Philadelphia.	" " "	"	9,		30	7
	Baltimore	Philad. Wil. and Baltimore,	"	8,		93	
	Philadelphia		4		8,	93	• • • •
	Washington	Baltimore and Washington,	"	9,		41	2 5
	Baltimore	" "	66	6,	51	41	25
ltimore	Cumberland and inter. places	Baltimore and Ohio,	"		34,		
	Frederick " "	"	66				
mberland	Baltimore	"	et	8,			
ncock	44	" "	61	101,			
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rper's Ferry.	4.6	. " " —	"		121,		
ederick	61		"		2		
"	"	" "	Sundays,	8,			
icott's Mills.		n:1 1 1 1 n	Daily,	71, 12,	41,		
	Petersburg	Richmond and Petersburg,	"	101,	11,		
	Richmond		66	51,			
	Schenectady	Mohawk and Hudson,	66	8,	51,		
	Albany		66	9,	31,		
	Saratoga	" "	"	71,	2,		
	Albany		"	7,			
oy	Saratoga	Troy and Saratoga,	"		31,		
	Troy.	A-1		71			
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	Auburn.	D 1	44	8	3		
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ffalo " lls	Falls. Buffalo. Albany.	Albany and Buffalo	ده دد				

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Railway Iron, flat bars, with countersunk holes and mitted joints.

arc found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost rais, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any comnon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to

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HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I.

L. Townsend, Albany, and the principal from merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber of the subscr

their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-

adelphia; Wm. E. Coffin & Co., Boston,

TO RAILROAD COMPANIES AND MANufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all
sizes; English blister, cast, shear and spring steel;
Juniata rods; car axles, made of double refined iron;
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made from common and double refined B. O. iron;
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made by Messrs. Baldwin & Whitney, locomotive
engine manufacturers of this city. Orders addresengine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

mitred joints.
350 tons 2 by 15 feet in length weighing 4.68 3.50 21 1.26

68 3.0 with spikes and splicing plates adapted thereto. To be sold free of duty to State governments, or incor-

porated companies.

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Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 indeed in the wholes discounted. ches diameter.

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Also, Patent hemp cordage for inclined planes and

canal towing lines.

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Loco-motives, Machinery, Railway Iron, etc., ordered

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MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being exten-sive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange and other locomotive wheels, axies, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axies of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.
Mill gearing and Millwright work generally; when the exact diameter of the wheel is stated in he order, a fit to those wheels is guaranteed, saving o the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, 145

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Paterson, N. J., or 60 Wall street N. V.

NO IRON MANUFACTURERS. THE SUB-Seribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelling Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle. A. & G. RALSTON & CO.

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From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square incl. with Stop Cocks, Tr. Lr. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Biruminous Coal and Iron Ore, of the first quality, at Ralston, Lyouing Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench es, &c.
Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x451 feet, two stories high, with a shed part 451x20 feet containing a large air furnace, cupola, crane and corn oven.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., philadelphra. 1

The works being on an excessive scale, all charles.

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patention.

ANDREW C. GRAY, philadelphra. 1

President of the Newcastle Manuf. Co.

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patention.

Rading, Pa.

FRENCH AND BAIRDS PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invi-ted to examine an improved SPARI ARRESTER, recently patented b the undersigned.

Our improved Spark Arrester have been extensively used during the last year on both passenger and freigl. engines, and have been brought t such a state of perfection that no ar-noyance from sparks or dust from the chimney of engines on which they arused is experienced.

These Arresters are constructed on an entirely different principle from any necessary office to the putting. The form is such that a rotary motion is imparted to the heated at smoke and sparks passing through the chimney, and by the centrif-gal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their owr gravity to the bottom of this chamber; the smoke and steam passit g off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who They are now in use

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railboad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington, Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Mouroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, Presisident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-FRENCH & BAIRD.

ble terms. Philadelphia, Pa., April 6, 1814. ** The letters in the figures refer to the article given in the Journal of June, 1814.

VAIL, PROPRIETOR OF THE SPEED-S. well Iron Works, near Morristown, N. J., can supply at short notice railroad companies and others with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to or-der, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, a large quantity vantageous to the varied interests connected with in the straight bar is kept constantly on hand. Crank their construction and operation; roads having in axels for locomotive engines, made from the best Pennsylvania iron. Straight axles for locomotives are permanently available by the plan. for outside connection engines. Frames for engines. Wrought iron work for steamboats, and shafting of wrought from work for steamcoats, and shating of any size. Cotton Screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for rail-road water stations. He refers to the following gen-

Baldwin, Vail & Hufty, Philadelphia; Wm. Nor-ris, Philadelphia; N. Campfield, Savannah, Ga.; J. & S. Bones, Augusta, Ga.; D. F. Gucz, N. Orleans, La.; Adam Hall, N. York; J. P. Allaire, N. York; William Parker, Boston, Mass.; George W. Schuyler, N. York.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, Store house—a range of buildings for storage, etc..

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st, containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron nected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars, Driving and other wheels for Locomotives.

The works and other steam engines, Jack screws, Wrought iron nected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars, Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with

W. Mc. C. CUSHMAN, Civil Engineer Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

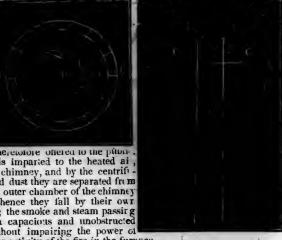
NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,



WESTERN RAILROAD REPORT. (Continued from page 125.)

Upon the organization of the present Board of Directors, on the 1st of March last, the subject of the passenger fares engaged their early atten-For the greater part of the preceding year, the fares for 1st class through passengers had been at the low rate of two cents per mile, and those for way passengers three cents. During the winter, the former had been raised to 21 cents. The Board, after mature deliberation, be determined, they have had regardraised the fare of first class through passengers to three cents per mile, and of 1st class way passengers to 31 cents-putting the 2d class at two-thirds of those rates, and these rates have that the construction of new railroads, to be conthe last year.

The Stockholders, generally, are doubtless aware, that for some time past a controversy has existed between the Directors of this Corporation and those of the Worcester Company, on the subject of the charges by the latter company for doing the business on their road, which comes from, or goes to the Western road. As it has been deemed necessary for the protection of the interests of this Corporation to apply to the Legislature for relief, by a petition, which is now Worcester Company shall receive, on merchan-pending before a Special Joint Committee of disc received from or carried to the Western that body, the undersigned deem it to be their road, 21 cents per ton for each mile the same duty to submit to the stockholders, as a part of passes on the Worcester road, -each corporation the history of their proceedings, a statement of to provide both for merchandise and passengers, the points at issue, and of the facts connected motive power, and its proportion of cars, and pay

As a general principle, the Directors of the Worcester Company have claimed that the receipts from the joint business—that is, from passengers and merchandise passing over the whole increase to the Worcester Company. As to flour, or parts of both roads—should be divided between the two companies, pro rata per mile, or Worcester 9 cents per barrel, over the whole of tween the two companies, pro rata per mile, or Worcester 9 cents per barrel, over the whole of according to the distance the passengers and the Worcester road, and pro rata for a part of it, merchandise were carried on each road,-deducting, before division of such receipts from bush to Boston, above 36 cents, the Worcester merchandise, for the use of each company, a Company to receive one-fourth of the sum so merchandise, for the use of each company, a specific sum for the expenses of loading and un- fixed. loading, and other local depot charges. In regard to such passenger receipts, some slight exceptions have, from time to time, been assented to, in favor of the Western Company, in addi- ried to, or brought from, the Western, and 2 the tion to an allowance to that company for the use same for those of the 2d class, provided, that of their passenger and baggage cars over the if the Worcester Company should reduce the Worcester road.

ness which comes from, or goes to, the Western \$1 10 per passenger, and \$1 26 per ton of merroad, at rates reduced below the local rates chandise, for the whole length of the Worcester charged for business passing on the Worcester road. road only, and below those charged by the Western Company for the same business.

Worcester Company, in December, 1843, havcould thus be procured, and as the session of the Legislature was advancing, they felt bound to apply to that body for relief. On commencing the benefit given by the award. To avoid the benefit given by the award. To avoid the benefit given by the award, the Western Directors agreement, referred to the arbitration of these ware compelled to reduce on all that class of by the parties, as fully as the Legislature could 40 cents was thus reduced to 15. do under the said petition," the award to take effect from January 1, 1814, and to be binding applied, through a committee, to the Worcester 15

of dissatisfaction therewith.

The hearing was had in May last, when the parties presented their various claims, and renewed propositions were made and rejected. After a full hearing, the arbitrators made their award, a copy of which is annexed hereto.

In this award, the arbitrators say, that in es tablishing a principle upon which a fair and reasonable profit to the Worcester Company is to

1. To what they deem to be the policy of the commonwealth as established by its legislation, continued to the present time. They are be-nected with roads already in use, is to be enlieved to be as low as the average charges upon couraged; and that the business brought to the most of the roads in the northern states, during old road, by such new road, is to be regarded as the last year. from other sources.

2. To the fact, independently of such condeals with the old road, as a large customer, bringing business in large masses.

3. To the fact, that to a certain extent the Western Railroad brings a new business to the Boston and Worcester Railroad.

Under these principles, they award, that the with this controversy, with their views of the its own depot expenses, and assume all risks on principles by which it ought to be decided.

This is based on the then existing merchandise tariff. If the Western Company should increase the rates of such merchandise, -but if the Western raise the rate from Green-

As to passengers, the award provides that the Western pay to the Worcester Company 24 cents per mile for each 1st class passenger carfare of passengers on their road below the On the other hand, the Directors of this com-pany claim, for a variety of reasons, that a dis-from the sums to be paid by the Western Com-

At the time of the award, the local passenger fare on the Worcester road was \$1 50, but to-The proposition made to the Directors of the wards the close of the year, the Directors of that Company suddenly, and without notice, reduced ing been declined by them in writing, January their local fare to \$1 25,-inaking it for the in-9th, 1844, for reasons which led the Directors of terest of joint passengers to buy separate tickets this Company to think that no satisfactory change on each road; and thus destroy the only eviagreement, referred to the arbitration of three were compelled to reduce on all that class of gentlemen, "with power to hear and determine passengers, 25 cents each-the number of which, all matters which might be brought before them in 1844, was about 57,000. The allowance of

for one year from that date, and thereafter for Directors, for a proportional reduction of the 24 three months from date of notice by either party cents per mile, to be paid by the Western under the award, and instructed the committee, in case it was denied, to give the notice to terminate the award, and to apply to the Legislature for relief. The Worcestor Directors declined to make the change; and some time afterwards, on Jan. 15, 1845, gave to the Western Company notice of their intention to put an end to the award, and to make a new proposition to the Western Company.

Such a proposition was made on the 23d of January. But although the Board held an adjourned meeting on that day, for the purpose of receiving and considering it, it did not come to hand until after the meeting was dissolved, and the subject was thus left in the hands of a Committee of the Board. The proposition was deliberately considered by them, and declined, Jan. 25th. At a subsequent meeting of the Board, the subject was brought to their attention, siderations of public policy, that the new road and they concurred in the opinion of the committee.

This, like all the other proposals of that company, with some unimportant exceptions, was based upon the principle of a division pro rata per mile, varying, however, from former ones, in professing to give to each company an equal profit on joint business, by a provision to ascer-tain the expenses, of all kinds, of each company, in doing its whole business, and the interest on the capital of each, and dividing the passenger expenses and half the interest of each, by the number of passengers carried one mile,—and the merchandise expenses and half the interest, by the number of tons carried by each one mile, and that "the difference between the results thus obtained should be the difference in the rate per mile," to be established on the two roads for the joint business. The Directors of the Western Company believe that very serious disputes would arise, in carrying out the details of this plan; and, in proof of this, it is only necessary to state, that the mode of making up the expenses of 1844, by the two companies, varies so much, that those of the Worcester Company average, on the miles run by the trains, \$1 05 cents per mile; and those of the Western about 63 cents per mile. To bring the latter to the ratio of the former, more than \$200,000 must be added to the expenses of the Western road in 1844. But, independent of that difficulty, the Directors of the Western Company think this proposition is objectionable in principle, in common with all the others, in disregarding the provisions of the Legislature for favoring business brought by new roads, and all the claims before crimination should be made upon all such business in favor of this company; that the Worcespanies has been governed by the terms of this
award since January 1, 1844. Under it the
in behalf of the Western Company, all the busiWestern Company have paid the Worcester
Western Company have paid the Worcester Legislation of the worker to be established from upon the tariff of prices to be established, from time to time, on this class of business, giving to that company the power, with a fair income without this business, to require on this a rate of charges which may, in fact, be nearly prohibi-

In view of all these considerations, no alternative seems to remain, but to pursue the inquiry before the Committee of the Legislature, and obtain, if practicable, a final decision of these vexed questions.

Schedule of Engines and Cars belonging to the Western Railroad Corporation, December 31, 1844.

PASSENGER ENGINES. 12 10-ton, built by Locks & Canals Co., Lowell. 2 15 do., 1 15 do., do. Hinckley & Drury, Boston. do. W. Norris & Co., Philad.

FREIGHT ENGINES.

7 22 do., do. Ross Winans, Baltimore.
1 16 do., do. Hinckley & Drury, Boston.
1 20 do., do. Baldwin & Whitney, Philad.

2 10 ton engines, used in gravel trains, built by

R. Winans, Baltimore.

16 8-wheeled 1st Class Passenger Cars. do. do. . do.

2d Class and Baggage Cars. 68 do. Post Office & do. d Baggage Platform Cars. do. 24 38 do. do. do. 24 do.

13 Baggage Crates. Providing, in the aggregate, 1022 1st Class seats, and 240 2d Class seats.

272-8-wheeled covered Freight Cars.

do. Platform do. 45 8 Freight do. 100 4 do.

70 Gravel and Dirt Cars.

26 Hand Cars.

Total No. 190,436Passengere 220,257 collision of 1841 per cent. 65 46 per mile. Expense 213 67 for Merchandize, 397,295 441,608½ 499,968 run. Report of January, 1843, to include damages Comparative Yearly Statement of sundry Statistics of Transportation Busines: Miles 98 45 52 51 67 54 Jo from Receipts. 246,068 269,909 439,678 \$3,228 50,275 49,807 Balance per cent.-do. Increase per cl. of Expenses 3 :: : 4 EXPENSES. \$14,380 6 62,071 7 132,501 4 266,619 3 303,973 (34 Was As corrected in per cent Passengers 123 Increase 15 39 39 75 75 75 \$17,609 112,347 182,308 512,688 573,882 753,752 Total. from of receipts 8 8 8 8 &c. \$3,166 4,000 19,566 23,046 23,926 Mails, RECEIPTS increase Merchandize. \$4,136 38,359 64,467 226,674 275,696 371,131 9 year of opening through the 925 935 94 95 95 95 95 1843, Passengers. 266,446 275,139 358,694 \$13,472 70,820 113,841 to 1843 1839 1840 1842 1843 1844 Time.

THE GREAT BRITAIN STEAMER. VOYAGE FROM BRISTOL TO BLACKWALL.

The capabilities of this colossal vessel have been very fully tested within these few days. We have deemed it necessary, notwithstanding the crowded state of our columns, to devote some space to furnish particulars of this interesting event, which we trust will be acceptable not only to the scientific, but to the general reader of this Journal. We give a drawing of the vessel, and we feel assured that all who have seen the original, will admit that our artist has been happy in his portraiture. For the account of the voy age subjoined, we are in a great measure indebted to our respectable contemporary, the "Bristol Gazette:"

The Great Britain left Kingroad on Thursday evening, the 23d Jan. At 7 o'clock the anchor was lifted, but it was 9 before it was fairly got up, having become entangled with the mast and rigging of a schooner which was run down at King-

road some six or seven weeks ago.

the ship was got under weigh. At 9 35 P.M., she was abreast the Holms, the wind being fresh first with new inachinery) to cool; the consequence of this was that not much progress had been made up to this time, and it was past midnight before the ship was off the Naas lights. By this time the mirth down-stairs had waxed fainter and fainter, and most of the passengers had turned in, which brings us to the conclusion

the breeze increased to a gale, the wind veered round to the S.S.W., and a very heavy, rolling Brit cross sea set in. At 6 30, the Hangman's hill End was bearing S.S.W., 4 miles. In this manner ing

the pulse might beat 20, and then she rose again to the billows and bounded over all. On examining the mischief done, it was found that three of her starboard bow's bull eyes had been stove in with their frames; the diagonal bands of the forecastle deck buckled, the wood work started two inches upwards, a portion of the carved figure-head carried away, and the iron sheathing on both the larboard and starboard bows rent in two places, and the massive wood of the bulwarks split. In the opinion of Capt. Hosken, the sea that struck her could not have been less than 60 feet high; the vessel lies 20 feet above the water, and the wave struck 40 feet over her bows. The water which rushed in swept the carpenter and his wife out of their berths, and did a good of mischief besides to the wood work of their cabin. The Britain, no ways baffled by the shock, continued to hold her course; at 1 20 P.M. she was off Pentire Point; 145, her engines were making 134 revolutions, and her speed was 84 knots with three spencers and stay-sail set. At 4 P.M. the revolutions were 124, and her speed still 82 knots; Among the gentlemen on board were Capt. Lushington, R.N.; Capt. Crispin, R.N., commander of her Majesty's yacht the Victoria and Albert; Mr. Lloyd, principal engineer at the Woolwich Dock-yard; Mr. Joseph Reynolds, of the Royal Yacht Club; Capt. Claxton, R.N.; St. Agnes head bearing to the speed was increased to 9½ knots; tions, and the speed was increased to 9½ knots; the weather had also moderated, and the four spencers, jib, and square mainsail, were set. At Cant. Brown, of the merchant service; Mr. I. and rounded the Land's End. At 10 40 P.M., the ship was off the Lizard, going still at the rate of the Royal Yacht Club; Capt. Claxton, R.N.; spencers, 110, and square mansalt, were set. At Capt. Brown, of the merchant service; Mr. I. 8 45 P.M., the Great Britain passed the Light K. Brunel; Mr. T. R. Guppy; Mr. F. P. Smith, the patentee of the screw; Mr. Edward Jas. Maude, civil engineer; Mr. Christopher Hill, E.C.S.; and Mr. P. P. Bailey, C.E. The vessel was under the command of Lieut. Hosken of the ship during the day; she not only never lost way at all that when the concention of wind the standard of the ship during the day; she not only never lost way at all that when the concention of wind the standard of the ship during the day; she not only never lost way at all that when the concention of wind the standard of the standard of the ship during the day; she not only never lost way at all that when the concention of wind the standard of the R N., the late gallant commander of the Great lost way at all, but when the opposition of wind Western. During the time occupied by dinner, and waves was at its utmost, made progress at the rate of from 4 to 5 knots an hour, which continued to increase up to 7, 8, 9, and 10, and 10₂. Now it is perfectly obvious that no paddle steamer from W.S.W.; cloudy, with frequent showers Now it is perfectly obvious that no paddle steamer of rain. At 15 minutes after 10 the engines were in the world could have done it. In the rolling slowed, and continued so for about an hour and and pitching sea which the Great Britain expea half, in order to let the bearings, which had rienced, one of the paddles would almost have become heated (a thing which always occurs at been constantly out of water, and the other, by first with new machinery) to cool; the consepeded and throttled in its motion, whilst on the other hand, the screw, when the vessel was pitching the most, never, except once or twice, was in sight, and then only for a moment; the effect of this was to keep a constant propelling power on the ship. This is not merely matter of speculation, it is matter of history. The Great of the first day's narrative.

The wind had been blowing fresh for the last two hours, but as the morn of Friday approached to hours, but as the morn of Friday approached to hours, but as the morn of Friday approached to hours, but as the morn of Friday approached to hours, but as the morn of Friday approached to hours, but as the morn of Friday approached to hours, whilst the Great to hours. Lundy the whole 24 hours; whilst the Great Britain succeeded in getting round the Land's End at 45 minutes past 8 o'clock the same even-

we continued to work on, the gale freshening On Saturday morning, at 2 45, they passed every minute, and the sea increasing; the light the Eddystone, but at such a distance that the clouds which flitted past the moon occasionally light could hardly be perceived; at 5 15 A.M., giving forth slight showers of rain. About this were off the Start, and the progress now made time a heavy surf stove in one of the lights forward was very rapid, the wind being favorable and the ward. At from 6 to 7 we came off Ilfracombe; weather moderate. At 9 45 they were off the the wind had now veered round to the North-Bill of Portland; at 10, off Weymouth, the beauwest, and the gale continued to increase with a tiful white cliffs of the coast looking in the lovely cross heavy sea. At 10 o'clock we were off sunshine of the morning, which was like one in Lundy; the gale continuing with the addition of the spring cbb, the wind still N.N.W., the ship steering W. by N., and making 5½ knots against the sea, with 13 revolutions of the engines. We At 10 30, off St. Alban's Head. At 11, threw do not know that it is necessary for us to repeat the log and found they were going 11 knots an the particulars of the wind and weather. When we say that for hours it blew a stiff gale from the North-west, on a spring cbb in the Bristol Chanbrass, is attached to electric wires, which being nel, our nautical readers will be able to fully brought into connection with the works of a dialcomprehend what it was the Great Britain had plate on board by the action of electricity, cause to encounter, and what it was she triumphantly the hands of the dial to revolve, and thus mark and easily surmounted. About 15 miles south the speed at which the vessel goes. It is cerof Lundy, and a little after 12 o'clock, a tremen-tainly an ingenious invention, but it may be dous sea struck her on her starboard bow. The doubtful whether the having a man constantly to effect was to completely stop the huge ship whilst watch it, will not be an insuperable objection to its constantly coming into general use. Mr. P.

P. Bailey is the inventor.

and a half. The Great Britain went by her hand-over-hand, having gained five miles on her from the time she was first in sight. The Great Britain then proceeded on her course up the river in the same gallant style, without any slackening of her speed, although the gale continued to blow the weight with the pull when working is e right in her teeth with still increasing force. to 85 tons on the bearings of the main shaft. Owing to the severity of the weather, the river was crowded with more than the usual number of vessels of all sorts and sizes, through which the Britain threaded her course with as much facility as a wherry. When opposite Graves-end, a large cluster of vessels stretched from very nearly bank to bank, and in passing through them the bowsprit of a collier brig came in con-tact with the Britain about midships, and was broke off like a carrot. Capt. Hosken afterwards Britain passed, or as some said was drifting at sides 26 water closets. the time. She reached Woolwich at half-past 3, and immediately blew off her steam and adopted in consequence of its offering two-thirds slackened her speed. The Great Britain, in a less resistance than hemp, a great point going short time after leaving Woolwich, reached her head to wind. destination at Blackwall, where immense crowds flowing, she had to swing round, and in so doing she presented a singular appearance, for Britain amount to 4,943 yards * when lying athwart the river, she actually occupied nearly the whole breadth from bank to boats of wood in the davits, and one large lifebank.

On her arrival, a testimonial was presented

Though many descriptions have been given of the Great Britain, we are induced to insert the following, as being the most clear and succinct that we have seen, and which we copy from an interesting pamphlet just published by Captain Claxton, entitled "A Description of the Great Britain steam-ship," &c. Britain steam-ship," &c.

The screw is of six arms, 15 feet 6 inches diameter, 25 feet pitch, and weighs 4 tons.

The main drum is 18 feet diameter, and drives chains, weighing 7 tons.

The screw shaft drum is 6 feet diameter, and the weight with the pull when working is equal it .- Herapath.

The cylinders are 4 in number, 88 inches each; stroke 6 feet; power, 1000 feet. The condensers are of wrought iron, 12 feet by 8, and 5 deep.

Under the whole space of the engines up to the top, the angle irons are doubled.

The upper main and saloon decks are of wood, the two cargo decks are of iron. The officers and seamen are all accommodated on two decks under the forecastle.

From the ship's bottom to the upper deck, runs said that he had no alternative but to run the on either side, for the whole length of the engines Britain on shore, to run down a sloop which was and boiler space, a strong iron partition, forming just ahead of him, or to carry away the bowsprit below the coal bunkers; and above the servants of the brig, and even that might have been avoided accommodations on one side, engineers' cabins had not the brig sheered her anchor just as the and stokers' accommodations on the other, be-

She has six masts, fitted with iron rigging,

The plain sails of a 52 gun frigate, had assembled to witness her arrival. In taking i. e. without counting royals, stay sails, and up her moorings at Blackwall, as the tide was steering sails, number something short of 5,000 yards of canvas, and the plain sails of the Great boat on deck; they are built according to a patent taken out by Mr. Guppy, and are capable of

The length of the keel is 289 feet; total length 1 st. The facility afforded in carrying canvas, in-322 feet. Beam 51 feet. Depth, 32 feet 6 inches. clination or heeling over not affecting the motive At 12 45, they passed the Needles, those singnlar masses of rock at the end of the Islc of Wight.

At 12 0 p.m., they passed Lymington, and at 2 ment, 3,443 tons.

Tonnage by old measure-craft, if sail be carried to any extent with the minutes to send off despatches.

At 2 25 they had gone by Cowes, and at 3 10 passed the Apollo troop-ship at Spithead, and were loudly cheered by the officers and men who crowded the decks. At a quarter to 2 on Sunday morning the country of the ing, the Great Britain anchored in the Downs, increasing to 21 inches at the ends.

Ten iron sleepers run from the engine-room, only for a few seconds at rare intervals, while 17 p.m., Saturday, and the Dungeness point at gradually diminishing in number to the fore end with paddles the hollow of the seas constantly She had thus run 320 nautical miles of the ship and under the boilers, the platform of leave both wheels exposed, and if the throttling from the Longships to her anchorage in the which they support—in midships they are 3 feet were not attended to, the most serious conse-Downs, in 29 hours, being on the average 10½ 3 inches in depth, supported by angle irons in the form of inverted arches, and at a short dis-the form of inverted arches, and at a short dis-in going into docks and basins. As a paddlebefore 8 the ship was again under way. The wind had shifted during the night, and now blew attends from from the W.N.W. The scene was a lively and exciting one; more than one hands. strong from the W.N.W. The scene was a lively and exciting one; more than one hundred sail centre, and 24 inches in the bearings; in the to the wind, the paddle-boxes and their appendwere at anchorage in the Downs, and as the rough, before turned, it weighed 16 tons. It has ages creating nearly one half of the whole resist-Great Britain passed by them, many an admirbeen lightened by a hole of 10 inches diameter, ance of the body, to say nothing of the paddleing and wondering glance was directed towards bored through. A stream of cold water passes box, boats, and the attendant tons of iron-work in through the cranks and this hole when the ensuch ships as have them. 6th. The case with a.m. she went by Deal; at 8 25 passed in view gines are at work. of Ramsgate; at 8 55 the Britain rounded the North Foreland and came in sight of Margate. The screw shaft is in one long and two short effect between the two systems, if, from damaged nor coupling parts. The part next the engine, machinery, it becomes necessary to disconnect, and the solid, 28 feet by 16 inches diameter. The holand let the propellers revolve; and by no means report was "by the deep, three." At 30 minutes low intermediate shaft 65 feet, by 2 feet 8 inches the least advantage is the getting rid of the top report was "by the deep, three." At 30 minutes low intermediate snait of inches, beet 6 inches, weight of frames, shafts, wheels, &c., &c., which Hull steamer, one of the fastest sea boats out of and also 16 inches diameter. The total length are all represented by shafting below the centre of gravity, acting really as so much ballast in all screw ships; and lastly, the comparative security from the shot of an enemy. The pamphlet contains many other remarks worthy of quotation, but the subject has already occupied so much space that we must now tear ourselves from

> ERIE EXTENSION CANAL.—Since this canal has been completed, the forwarders of Cleveland, and those engaged in business on the northern part of the Ohio canal, are beginning to inquire what effect it will have on their business. The distance from Beaver, the southern termination of the Cross-cut, to Cleveland, is 143 milesand from Beaver to Erie, 136 miles—difference in favor of Erie, 7 miles. The charter provides that the tolls on the Extension shall not exceed the rates charged on the State canals of Pennsylvania. To illustrate the difference of tolls charged on these routes, a correspondent of the Cleveland Herald gives the following comparative table of the rates on each canal, on several leading articles, passing from the river to the

Iuno .			
		To Cleveland.	To Erie.
fron and Nails p	er 100 l	bs 19 1	10
Glass and Glass ware	do.	203	4
Crockery	do.	25	51
Dry Goods	de.	261	131
Hardware	de.	25	61
Drugs and Groceries	do.	26	10‡
Coffee	do.	25	4
Tobacco, manufact	de.	21	7
Ashes, Pork, Fish, &c.	do.	111	4
Plactor	do.	6	4

The difference is, of course, alarming to those to Capt. Hosken, highly eulogistic of the sailing carrying 400 people. * * interested in the forwarding business, on the qualities of the vessel.

The pamphlet describes the different steps taken northern portion of the Ohio and Cross-cut

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outh Eastern. aff Vale. lster armouth and Norwich ork and N. Mid. and Leeds Stear NAME OF COMPANY. Inglo Mexican Mint ustralian Trust Company eneral hteam Navigation it Western Steam Pa. Metropolitan Wood Pav. datent Elastic Pav. eninsular and Oriental oitto cleversionary Int. Soc. d. Mail Steam Packet outh Western Steam hip Owners' Towing Chames Tunnel Juiversity College Lishby de la Zouch darnsley dirmingham, 1-16 share ocand LiverpoolJunction coventry coventry corn and LiverpoolJunction coventry corn and Clyde Grand Junction Forth and Clyde Grand Junction Frand Surrey disputched and Rerkley dirantham frantham	10,000 10,000 10,000 10,000 10,000 11,493 3,200 15,000 4,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,500 10,000 1,50	88 30 25 25 201 yy 28 1scellimit. of share. 10 15 50 50 100 25 10 100 anis. 113 160 do.	2,996,00 465,00 519,15 187,50 1,062,50 Ameous. Amount paid. 10 181 35 14 100 60 5 71 50 100 100 do. do. do. do. do. 150	01,530,2 0 154,70 0 20,0 0 62,5 0 167,5 0 167,5 0 10 10 10 10 10 10 20 24 9 32 4 7	77 3,464,1 85 590,0 00 348,6 00 230,2 00 676,6 230,2 00 676,6 15 15 1 2 2 341 25 61 164 164 165 131 365 365 365 365 365 365 365 365 365 365	172 40,990 8,51926 8,51926 8,51926 5,41920 1,51920	33 81,483 90 18,419 10 13,850 11 13,850 12 155,755 13 155,755 14 15 15 15 15 15 15 15 15 15 15 15 15 15	20 10 6 41 0 0 41 0 0 50 15 0 60 15 0	2 2 0 6 5 0 5 1 8 nitril. 10 0 0 0 NY.	82 93 3 50 39 50 39 50 39 50 50 50 50 50 50 50 50 50 50 50 50 50	Lyons Orlean Paris	and A: as, Tour and, Syand Orl and Roy and Idea and	ance vignon . s & Borons Div. p.e. per ann Div. p.e. per ann 70 10 10 21 17 30 21 6 75 12 14 19 15 51 65 101 81 81 81 5 61 81 81 5 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 51 61 81 81 81 51 61 81 81 81 81 81 81 8	Laste	,280,,400,,400,,500,,600,,440, Pre-pri-160 117 15 365 120 123 480 360 10 10 10 10 10 10 10
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Genessee valley—(do. 5 years' def)	21 64 23 97 8 363 120	2,066,285 419,830 1,257,664 1,012,685 3,267,590 263,950	16,557 102,308	Expend. 10,953	Incom			In the	reet wide, he estimat yearly de	e of cost	no interest is no nor are the nd salt duties	s allow
Cayuga and Seneca—(do. 14 years' def.) Champlain canal. Chemung—(do. 11 years' deficiencies) Chenango—(do. 7 years' def.) Crooked lake—(do. 10 years' def.) Crie—enlargement of Genessee valley—(do. 5 years' def.) 2 miles opened, cost \$1,500,000 Cheida lake—(do. 4 years' def.) Dswego—(do. 14 years' def.)	21 64 23 97 8 363 120	419,830 1,257,604 1,012,685 3,267,590 263,950	16,557	1				on the	yearly de	ficiencies	, nor are the	six m
Champlain canal. Chemung—(do. 11 years' deficiencies) Chenango—(do. 7 years' def.) Crooked lake—(do. 10 years' def.) Crie—enlargement of Genessee valley—(do. 5 years' def.) 2 miles opened, cost \$1,500,000 Dneida lake—(do. 4 years' def.) Dswego—(do. 14 years' def.)	64 23 97 8 363 120	1,257,604 1,012,685 3,267,590 263,950	102,308	1		1	1	lions r	aid from	anotion ar	ad calt duties	includ
Chemûng—(do. 11 years' deficiencies) Chenango—(do. 7 years' def.) Crooked lake—(do. 10 years' def.) Crie—enlargement of Genessee valley—(do. 5 years' def) 2 miles opened, cost \$1,500,000 Oneida lake—(do. 4 years' def.) Oswego—(do. 14 years' def.)	23 97 8 363 120	1,012,685 3,267,590 263,950	8,140	14 496				Hons	raid from	auction ai	na sait duties	melno
Chenango—(do. 7 years' def.)	97 8 363 120	3,267,590 263,950	16 105			1 1	1 2	main of	add on their	· PY31		The late
Erie—enlargement of	8 363 120	263,950		15.067			1	Plack	pai or inte	rest. Th	e Genessee v	ralley a
Erie—enlargement of	363 120	00 495 400	461	3 674			1 .1.	compl	etion the	als requir	which addit	s for th
Genessee valley—(do. 5 years' def)	120	24.435.40h	1,880,316	0,111				is mu	h orester	than the	estimated gro	es inco
2 miles opened, cost \$1,500,000 Dneida lake—(do. 4 years' def.) Dswego—(do. 14 years' def.)		4,167,846					i.	of the	se canals	when fin	ished. The	stime
Oneida lake—(do. 4 years' def.) Oswego—(do. 14 years' def.)			1 -2 200	13,819				quired	to comple	ete these t	wo canals an	e \$2.00
)swego—(do. 14 years' def.)	6	85,082	225	2.239			(000 ar	rd \$3600.00	10. makin	or their total	cost wh
	38	882,399	29,147	22,742			f	finishe	d \$5,553,0	000 and \$	2,409,000; an	expen
Beaver division canal	25				7,3	81 5	,386.t	ture ir	curred on	estimate	2,409,000; and incomes (ac	dmitted
Delaware canal	60				109,2	78 22	,8701	be libe	ral,) of \$	39,000 an	d \$14,000 res	pective
rench creek	45	•••••						The	total rece	ipts from	the works of	Penns
								vania	for 1843	were \$1,	019,401; for	1844 \$
Columbia railroad	82				443,3	36 205	,067	164,32	ti, and the	cost abou	at 30 millions	
Lastern division	36				179,7	81 138				or 1844 w	rere as follow	
uniata canal	39				9714	240	040	Canal	lolls,	-	-	578,
Portage railroad	130				331,1	02 248	,943	Rauro	ad tolls,			252,8
Western division canal	100						1	MOUV	e power,	- 3		319,
North branch Susquehannah canal	73				101,9	19 57	,633	Truck	The mean of	00: 6	110 - 11- 1	13,
vest "	,						1	ond a	CH 2000,9	22 IS ITOM	1118 miles of	rantro
Josking canal		047 670	4 757		. 40	26		The	panali of	Ohio or	nies of canal.	lar a a
fiami canal				39 996			1	neriv t	TY OF SI	mills on t	he dollar	Chere
					12.0		1	353 m	iles of can	al in the	State which	rielded
Muskingum		1,602,019]	1813	471 693	and in 16	44 \$515 302	the
Thio	310	4 600 000			3383	67		Ist In	43 hein	o \$15.577	233 The i	nereas
Wabash		2.955.270				67	1	44 ove	er '43 is o	nly \$43.7	70, though the	e vear
Walhonding		607 269				-01	1	las ev	hibited a	greater in	acrease thron	chout
Western road		255.014					1	countr	v than ev	er before	known.	Sucus
Sundry works			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2,,	'							vield
Maume canal							li				,	
Sundry works		10,000,000					1	The	central ra	ailroad vi	elds above 6	per ce
Central railroad	1110	1,842,308	149,987	75,960	211,1	70 89	420	and is	the only	State wor	k-the Erie	canal
Southern railroad	68	936,295	24,064	7,907	60,3	41 70	1000k	cepted	-which i	s able to	tand alone.	
······	Length	· · · ·	1843.	· Di	~~~~	1814.	~~	Div.	Value		~~~~	~~
CANALS.	miles.	Cost.	Gross.	Nett. ce	nt Gro	Income ss. N	ett.	per cent.	of stock.		REMARKS.	
Blackstone.												
Bald Eagle Navigation	25	400.000										
Beaver and Sandy, (part)		1,000,000							7	We may,	perhaps, at so	me fut
harleston, (S. C.)	:								tim	e be enab	led to give th	e parti
hesapeake and Ohio	184	12,370,470	47,637 .					1				•
onestota	12	300,000							7	The Ches	apeake and O	hio ca
									26 is	not yet c	completed to	the c
chuylkill	108	3,500,000	379,795,10	2,221	190%	93 120	,624	1				
armington												
ames river and Kenhawa												
Aiddlesex		200 000										
ort Deposit.	10	200,000	00 000						for			
		2,900,000	99,623 5	3,327					of 1			
		300,000		• • • • • • • • • • • • • • • • • • • •			• • • • •			t it is to b	e enlarged.	Weh
		2,300,000	*****	• • • • • • • • • • • • • • • • • • • •								
Jami's	101	1,000,000		••••						nunent of	any enginee	
liemal Swann	101	1,000,000		• • • • • • • • • • • • • • • • • • • •				****	20			
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CANADIAN CANAIR	Length	No. of Locka	ge I ength o	Size of lo	rks.	W			Felimate	Expended	1843	
	miles.	locks. in fee	chamber	Width.	mitre s	ill. Bot	tom. B	urlace		Sept. 1843.	The second contract of the last	Expen
e Welland canal			feet.	feet.	feet.	fe		feet.	3,948,572	2,485,572	64,658	1,
unk from Port Colborne to Port Dalhousie	e 28	31 328	150	26 1-2	81.	2   4	5	81			1	1
branch to Dunville (not added	21	1 6	150	26 1-2	81-	2 3	5	71				
	1.1-2	1 6	200	45	9			85				
	-		-						320			
	2	2 7	200	45	9		0	90				1
	4					5	0		672.499	973	1	
point	. 3-4			45	9	5	0	90				
passing the Long Sault rapids	11 1-2	7 48	200	55	9	10	10 OK	150				
ois, do. Coteau, Cedars and Cascades road	111 1-4			45	9	8	0	120	1,190,087	275,426		
lo. Lachine rapids	8 1-2	. 5 44 1	-2 200	45	9	1 8	10	120				9,
ıt of do,									1,001,333	64,439	1	
al from lake Erie to the sea	12	57  525	-	1								
······································	66	9   74	120	24 ~~~·	-6	-	~	~	200,000	440,000	1,409	1,0
COAL COMPANIES.	miles	1 Cos	L   1				Income	e	per o	f	REMARKS	
		nals.	Gro			Gro	18.	Nett				
						1						
		, ,,,,,,							4	- 1		
					1							
					9.51	1						- 1
STATE OF THE PROPERTY OF THE P	Hocking canal.  Miami canal.  Miami extension  Muskingum  Mio  Vabash.  Valhonding.  Vestern road  undry works  Cannal  undry works  Central railroad  CANALS.  Cantal railroad  CANALS.  Canal  Canal	Mocking canal.  Miami canal.  Miami extension  Muskingum  Nibio  Vabash  Valhonding.  Vestern road  undry works  Maume canal  undry works  Maumes nad Chesapeake  Marleston, (S. C.).  Mesapeake and Ohio  Mesapeake and Ohio  Mesapeake and Chesapeake  Marleston, (S. C.).  Mesapeake and Chesapeake  Marleston, (S. C.)  Mesapeake and Chesapeake  Marleston, (S. C.)  Mesapeake and Chesapeake  Marleston, (S. C.)  Mesapea	Hocking canal   1947,670   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1,660,742   1	Section   Sect	Vest   12   3   947,670   4,757   1,660,742   63,640   38,820   1,660,742   63,640   38,820   1,660,742   63,640   38,820   1,660,742   63,640   38,820   1,660,742   63,640   38,820   1,600,000   322,754   123,398   23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     23,167     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161     24,161	Socking canal	Jocking canal	Section   Sect	Socking canal	1947,670	1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670   1947-670	10   12   13   14   15   15   15   15   15   15   15

Bottom and Vorcesfer			DS.							
Met	per Income, per ous 122d Febr					Cost			RAHLROADS	
N. H. J. Conceard.  55   750,000   757,51   66,000   5   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000	it. cent. Gross.   Nett cent. prices Shares,		Gross.	s. share	debts. sl		miles.			
Massa   Basson and Maine   56   1,384,156   177,315   144,000   6   165,000   157,015   100, 100   1   1   1   1   1   1   1   1   1	100	47,166 7	89,997					Portsmouth	Portland, Saco and I	
## Beston and Lowell.   20	-00-								Concord	
Bioston and Providence	200								Boston and Maine.	
Boston and Worcescr	000 0 010,000 211,010 1111		277,315			1,863,746				
Petershire   21   220,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000   17,000	040	62,000 6	404 141 1			2 914 078		er	Boston and Worces	
Charlestown branch   Same	500 7	17.500 7	202,131			250,000			6 Berkshire.	
Description and Springfield.   50   50   525   52   52   53   53   54   53   54   54   54   54	13 80   123	13				250,000			Charlestown branch	
Nashna and Lowell   14   14   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,		140,595 6	279,563			2,388,631			Eastern	-
Nashuta and Lowell   14   14   15   15   15   15   15   15						322,538			10 Fitchburg	
1   New Bediford and Tannaton			04 000					gfield	Hartford and Spring	
Norwich and Worejster   59   3,06,566   102,336 94,671   3 72 6,000								aunton	12 New Redford and T	
1   Taunton branch	871 230,674 3 72 6,005	24,000	162 336			2 166 566		ester	13 Norwich and Wore	13
West Stockbridges		20,000 8				250,000			14 Taunton branch	**
Western (117 miles in Mass.)   156									15 West Stockbridge	
Con.   Harricon and New Liarces, 38   1944, 193   113,889   150,000   494   495   194,000   494   495   194,000   494   495   194,000   494   495   194,000   494   495   194,000   494   495   194,000   494   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   495   4		284,432	573,882	00 100	4,686,202	7,686,202		in Mass.,)	Western, (117 miles	
1   1   1   1   1   1   1   1   1   1						5,500		Milbury	Worcester branch to	
20   Stonington, (vera rading last Sept.)   48   2,000,000   113,880   154,724   79,845   44   4,855   4,522   2,000   1,727,361   180,663   112,000   107   1,727,361   180,663   112,000   107   1,727,361   180,663   112,000   1,727,361   180,663   112,000   1,727,361   180,663   112,000   1,727,361   180,663   112,000   1,727,361   180,663   112,000   1,728,361   180,663   112,000   1,728,361   180,663   112,000   1,728,361   180,663   112,000   1,728,361   180,663   112,000   1,728,361   180,663   112,000   1,728,361   180,663   112,000   1,728,361   180,000   1,728,361   180,000   1,728,361   180,000   1,728,361   180,000   1,728,361   180,000   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,361   1,728,3		• • • • • • • • • • • • • • • • • • • •				1 914 199		Haven	19 Hartiord and New	
Authors and Nochester   36   20   20   20   20   20   20   20   2		• • • • • • • • • • • • • • • • • • • •	113 990			2 600 000	48	ding 1st Sent	20 Stonington (year en	- 66
23 Auburn and Rochester 78 1,727,361 189,603 112,000 107	522	7.522	45.896			268,275	31 1-2	ist oup.,,	21 Attica and Buffalo.	N.Y.
24 Auburn and Syracuse 25 743,931 1,560 1332 1,7334 22 200,000 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,560 1334 1,5	000	112.000	189.693			1,727,361	78			1
Section   Sect	334	27 334	86 901			743 931	26	se	23 Auburn and Syracu	1
Section   Sect				00 1331		200,000	22	a	Buffalo and Niagara	
Second Color   Seco	291 935	40.000				5,000,000			Erie, (446 miles,)	
Section   Sect	000 71 1.255	48,000	• • • • • •			2 200 000			27 Harlem	
29   Long Island.						2,200,000		ire		55
30   Mohawk	153 456 70.043 771 7.275			146 50	392.340	1.884.640			29 Long Tsland	**
32   Troy and Greenbush	780 84,306 40,000 651 305	58,780	69,948			1,030,949			30 Mohawk	55
33 Troy and Greenbush   6   180,000   33 (17 or and Saratoga   25   475,665   343,35   21,000   38,043   33 Schenectady and Saratoga   22   300,000   42,342   3,000   1   33 Utica and Saratoga   23   30,000   42,342   3,000   1   33 Utica and Schenectady   78   2,124,013   277,164180,000   9   33 Utica and Schenectady   78   2,124,013   277,164180,000   9   34 Utica and Schenectady   78   2,124,013   277,164180,000   35 Utica and Schenectady   78   2,124,013   2,125,000   35 Utica and Schenectady   78   2,124,000   35 Utica and Schenectady   78   2,124,013   2,124,013   2,124,000   35 Utica and Schenectady   78   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013   2,124,013			76,227			600,000	43	1	JI Tonnawanda	
35   Schenectady and Saratoga   22   300,000   42,212   3000   1						180,000		h	32 Trow and Greenhue	••
## 35 Schenectady and Saratoga   22   300,000   42,212   3,000   1   ## 36  Utica and Schenectady   78   2,124,013   277,164180,000   9   ## 37  Schenectady   78   2,124,013   277,164180,000   9   ## 38  Utica and Syraeuse   53   1,080,219   163,701   72,000   ## 30  Utica and Syraeuse   53   1,080,219   163,701   72,000   ## 31   10   Elizabethtown and Somerville   26   500,000   682,832   283,880   1071   116   ## 31   116   117   116   117   116   117   116   117   116   117   116   117   116   117   117   116   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   117   1	000	21,000	44,325			475,865			Troy and Saratoga.	66
N. J. 30   Claiman and Syraguse    53   1,080,219   163,701   72,000   1071   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116	000 1	2 000 1	40 040			300,000		rotogo	35 Schengetedy and Sch	66
N. J. 39   Gramen and Amboy   61   3,200,000   682,833   383,886   107\frac{1}{3}   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116   116	000 9	80,000 9	277 164 1			2 124 013		adv	36 Utica and Schencet	66,
33   Camden and Amboy	000	72 000	163.701 r			11.080.219	53		38 Utica and Syracuse	
10   Sizabethown and Somerville   26   500,000	880 1071 116	383.880	682 832			3.200,000		Ÿ	39 Camden and Ambo	IN. J.
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to be regularly sent to us.

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL. PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, February 27, 1845.

Want of space has prevented our noticing numerous interesting topics, on some of which we had prepared 'articles. Hunt's Merchants' Magazine contained two interesting articles, one on the postage question, the other on "railways." The New York Farmer and Mechanic, a new paper, to which we alluded some weeks since, which occupies the ground between the purely agricultural and mechanical papers and the daily press, has given to the public some able articles, with excellent illustrations. Messrs. Jordan & Co. have kindly forwarded to us Mr. Webster's argument on "vested rights," in the case of the Lowell railroad, from which, however, we find it impossible to give any satisfactory extracts, and the whole is entirely too long for the Journal. We are again indebted to a friend for legislative documents: the reports of the comptroller and canal commissioners of New York, to which we shall refer in our next. Lastly, Mr. Ellet's letter to the president of ing February 15: the Chesapeake and Ohio canal co. has also escaped attention. This letter comes in at a very good time. It shows the causes of the remarkable success of the English canals, (see our table,) and, though the matter was well known to engineers, and a few others, Mr. Ellet has given a variety of details which are useful to us all. The English canals are very small, In 1844..... consequently cheaply constructed and managed; they do two to three times the business of the Erie canal, with locks of half the size; the tolls are reasonable, about one cent per ton per mile, as on the Erie canal, the only canal in America which pays interest and expenses, and they are navigable almost throughout the year. This last circumstance has escaped Mr. Ellet's observation, though it is the grand we are wrong the Miners' Journal or the Carbon County Gazette will please correct us. On the whole, the facts in the letter cannot be too well studied by the directors of the Schuylkill navigation company; and while enlarging his canal, the president will be enabled by this letter to enlarge his own ideas of the coal trade, for a million of tons per annum, which he appears to regard as almost past comprehension, is much below the average trade of some of these little English canals. The facts contained in Mr. Ellet's letter form a severe critique on the present intentions of the company, and indeed on all the "enlargements" which have been proposed in this country. How Mr. Ellet contrived to overlook the greatest of all objections to canals, north of the Potomac, their being closed four to five months yearly, it is not for us to say.

MIDLAND RAILWAY.—Receipts for half year ending 31st Dec., 1844, £276,139. Expenses, £123,337. Nett, £152,793.

We particularly request statements of the traffic of The following appears to us a suitable form each week and of the corresponding week of last year for advertising fares and times of starting, for failroads generally.

LONG ISLAND RAILROAD.

	DIST	ANCE FI	ROM.	F	RE
NAMES OF PLACES.	Brook- lyn.	Place to place.	Green- port.	Bro	om klyn
Brooklyn	Miles.	Miles.	Miles. 95	Doll	Cts
Bedford	21	21	921		21
East New York	5	21	90	1	121
Union course	71	21	871		18
Trotting course	. 81	1	861		181
Jamaica	11	34	84	1 -1	25
Brushville	14	3	81	1	371
Hempstead branch	18	4	77		43
Carl Place	20	2	75		431
Westbury		1	72		50
Hicksville		6	69		561
Farmingdale		5	64		681
Deerpark		6	58		871
Thompson		6	54	1	00
Suffolk station		7	51	li	123
Lake road		4	47	1 1	31
Medford station	55	11	40	1	50
St. George's Manor.	67	12	28	1	75
Riverhead	74	7	21	2	00
Jamesport		5	16		00
Mattetuck		10	12		00
Cutchogue		4	7		121
Southold		7	4	2	
Greenport	17	1 4		2	

and Boston; at 94 a.m. and 34 p.m., for Hielsville ture has been laid with hemlock mud sills and intermediate places, and at 94 a.m. Tuesdays, Thursdays and Saturdays, for Greenport and intermediate places. Leave Greenport (Boston train,) 1 p.m. and 9 a.m., for Brooklyn and intermediate places on Mondays Wednesdays and Fridays. Trains leave Brooklyn at 71 a.m., for Greenport places on Mondays, Wednesdays and Fridays, -Leave Hicksville at 7 a.m. and 11 p.m. for Brook-lyn and intermediate places. Monday, Wednesday lyn and intermediate places. Monday, Weddesday and Friday, via Norwich. Tuesday, Thursday and Saturday, via Stonington.

WESTERN RAILROAD.-Receipts for the week end-\$5,188 Passengers, \$3,330 5,614 4.793 Freight, etc., \$10,802 \$8,123 Total.

HOUSATONIC RAILROAD .- The receipts of the Housatonic railroad in round numbers, were, In 1842.....

The average increase per annum is \$29,000. The receipts for January, 1845, were...\$18,824 05

The net increase over 1844 is.... Of the business of 1811, about \$127,000 was locat and \$23,000 were received from passengers and freight between New York and Albany.

The receipts show that the local business of the road will soon be abundantly sufficient to pay a fair interest on its cost. Although the through thusiness consideration with us in New York, and we cannot is rapidly increasing, it is comparatively of mode-help thinking, that it is not altogether unworthy of rate importance. Though the winter of 1843 and notice, even in the coal regions of Pennsylvania. If 1844 was very favorable, and the Housatoric road we are wrong the Miner's Javeral or the Coal without competitors for New York and Albany business, the receipts showed an unexpectedly large proportion of way freight and travel. -[Jour. of Com.]

> MINEHILL AND SCHUYLKILL HAVEN RAILROAD .-The following is the amount of coal transported over this road, for the week ending on Wednesday eve 4,553-10 24,068-13 ning last: Per last report,

> 28,624-03 LIVERPOOL AND MANCHESTER RAILWAY. - Receipt for half year ending 31st December, 1844, £141,252 Expenses, £64,885. Nett profits, £76,367 Dividend, 41 per cent. Reserve, £15,099. Capital £1,785,090.

> THE COAL TRADE.—Sent by railroad up to Thursday evening last.—Miners' Journa!.
> Schuylkill Haven, - 4,714-09

4,714·09 1,732·12 Pottsville, 6,446-21 35,692.01 Per last report, 42,338-22 For the American Railroad Journal.

GENTLEMEN-Acting in conformity with your request, and my promise, to furnish you with some details connected with the construction of the New York and Harlem railroad, between Williams' bridge and White Plains, I have now briefly to notice them for publication in your Journal. Your's truly,

E. SHOTWELL.

Leaving Williams' bridge distant from the City Hall 13 27 miles, the location occupies the valley of the Bronx river as far as the present termination at White plains, distant from Williams' bridge 11 93 miles, or an aggregate of 25 20 miles from the city. The amount of straight line is 9 72 miles, and that of curved line is 2.21 miles, and the longest straight line is about 2 miles. The radius of curvature varies from 1,146 feet to 5,730 feet. There are 5 bridges on Howe's plan over the Bronx river on the 2d, 4th, 9th and 12th miles, the least length being 861 feet, and the greatest, 172 feet. The superstruc-

	weighing 52 pounds per yard.	
•	ESTIMATED COST.	
	Expenditure in 1841.	
	11	
	Right of way and expenses incidental thereto \$1.000	
	Clearing and grubbing 2,259	
	Graduation, including rock 11,102 17	
	Masonry, including foun-	
	dations	
	Engineering, including pre-	
	liminary surveys 4,000 00-\$25,339	59
	Expenditure on the re-commencement of the wo	
	and completion of the road in 1841.	
Ì	Land damages and right of	
Ì	way \$7,850 09	
	Land damages remaining	
	to be expended 2,149 91—\$10,000 (	90
	Fencing completed 2,860 15	
	do. unfinished 6,739 85— 9,600 (	
1	Graduation, including rock 23,190	
1	Masonry, including foundations 18,424	39
Ì	Wood work of five bridges measuring 5621 feet 12,158	40
	Superstructure iron 56,640	
ł	Materials and laying 11,699	
1	Turnouts and tables	
ł	Extra work	02
	Pay roll of engineer 2,535	57
١	\$174,667	69
1	RECAPITULATION.	
ı		00
l	Fencing	
1	Clearing and grubbing 2,250	00
	Graduation 34,293	
Ì	Masonry	
l	Bridges, including masonry, \$20,721 61 12,158	
n	Superstructure	81

1	Fencing	9,600	00
1	Clearing and grubbing	2,250	00
4	Graduation	34,293	02
1	Fencing	25,411	81
1	Bridges, including masonry, \$20,721 61	12,158	46
	Superstructure	71.039	81
1	Exira work	2,379	02
	Engineering	6,535	57
		174.667	69
I	Equal to \$14,641 04 per mile.		-
L	TABLE OF GRADES.		

	4	,			1							
		TAB	LE O	F	GR	A	DE	s.		- 1		
Level					1.				 	.21	828	feet.
Level to	10 feet	per	mile		1.				 	. 6	800	46
10 to	20	û	16		1.				 	. 1	.000	86
20 to	30	48	66									1.0
30 to	40										900	
40 to	42-24	68	4.6						 	. 8	,900	68
	-			_	9					1		

The above, dated 1st February, was received en

THE PARMERS AND THE RAILROADS.

We have already given our own views on the advantages the farmers and inhabitants of western New York generally would derive from the permission to send the products of their industry and skill to market by that mode of transportation, which their own ern praries in abundance. A practical wool ideas of their own interests would lead them to prefer; we have given extracts from the many spirited and sound remarks on the anticipated benefits to the agricultural interest from the contemplated Montreal railroad, but we now, for the first time, find the subject directly in competition. They comprise how-than all, to put an end to all possibility of fearlessly approached by a paper of western ever the bulk of our staple products. New York, the Niagara Democrat, published at Lockport, on the line of the Erie canal. It will be seen that the view here taken is substantially the same as that taken by us, they do better, because of our proximity to when pointing out the vast additional income market. the farming interest might secure from the use of railways throughout the year, by selling at a high price articles which cost little-in many instances, nothing-instead of being chained down to endless poverty railroad conveyance. Poultry from the exby a hopeless competition with the cheap treme western counties of this State, is findlands of the west, in the production of flour, ing a good market this winter in New York pork, beef and wool.

" The Agricultural Interest and prospects of Western New York.—This is a subject per-haps more appropriate to the especial organs "If space and time allowed, we could enhaps more appropriate to the especial organs of the agricultural interest; but as yet we large upon the substitutes which the western that is approaching, or in fact, may be said hereafter, if the task do not fall into abler now to exist, in reference to the agricultural hands." interests of our region. No one has failed to observe that our farmers are meeting with especial attention of the Rochester Democrat, a powerful competition, that must increase as the cheap lands, the open praries, and easily cleared regions of that vast agricultural district, are rapidly coming under the plough. Facility and cheapness of transportation have so nearly obviated distance, as to leave little ground for hope that our advantage in getting monopoly, says that we are hostile to "westto market will much help us in the way of competition. Take, for example, the staple ern New York." This is one among a thou-the flour manufact product of western N. York—wheat. That sand proofs of the truth of our remark, made Black Rock, etc. which is raised as far off as Wisconsin, on a few weeks since, that many regard the lands that have within five years been bought people of New York and of the western at ten shillings per acre-fenced, broken up and prepared for seed for less than five dollars per acre-has been passing our doors, its transportation to Buffplo costing less than tractors, speculators and politicians as "westone, on reflection, that a western New York farmer must have more than ten cents the advantage in transportation, upon his from twenty-five to fifty dollars per acre soil, to place him on a par with the cheaply purchased, easily subdued and productive soil of By way of throwing a tub to the whale, the counties, in this State! the west. And so in reference to other staple loss to the farmer on the sale of his wheat by of the prarie lands, the animal cheaply raised, and fattened as it were by the bounties of nature, comes in direct competition with ours, also very properly alluded to as oppressive; piness, who does not rejoice at all these evithat has been carried through our hard win. but the real difficulty under which the farmer dences of the rapid approximation of the reters, and even summered at a greater expense of western New York, and, consequently, mote sections of our vast republic."

west tells us that he can make pork for from twelve to fourteen shillings per 100 pounds The farmer of western New York will tell you that \$3 is not a remunerating price. Coarse wool may be produced upon the westgrower of one of the western counties of this State, who has now a large flock on the western praries, told us recently that he had no are but light producers of corn, and in that business cannot compete to any extent with the west. In cheese, our farmers cannot compete in price with the west; with butter,

"As wheat, salted beef, pork, etc., become less and less desirable or profitable staples, other productions must be substituted. Fresh pork, beef and mutton will hereafter find a good eastern market, by means of the winter and Boston. Cities are rapidly increasing their population in our midst, and furnishing more and more a home market for a variety

have not seen that their attention has been New York farmer is to depend upon, under brought to a view of the very important crisis a decline of his old staples, and may do so

We recommend the above remarks to the and the members of the late "canal convention," as it was very properly called, for it overlooked everything else. By the bye, that well conducted paper, referring to our pretty plainly spoken objections to the State ern New York." This is one among a thou-States as existing for the Erie canal. The Democrat considers a few forwarders, conthink the interests of these few individuals, of a small class of our citizens, of very trifling importance, as compared with those of the vast

than our competitors of the west have been western New York generally, labored, was subjected to in wintering. The farmer of the not hinted at, nor do we see it even mentioned in the Oswego papers, when opposing the "discriminating tolls," so highly lauded at Buffalo and Rochester. Indeed the "enlargement" of the Erie canal is recommended to aid the interests of western New York: this is taking off the mask; the enlargement is to cheapen transportation from the west, of course doubt that coarse wool from the west would to reduce the value of wheat lands in western soon be sold in Buffalo for one shilling per New York, to increase, if not to perpetuate pound. These are the articles coming most the taxes to support the canals, and, worse bettering the condition of the agricultural classes for many years to come. But, with such views as those we copy from the Niagara Democrat, generally prevailing among the farmers, we will not permit ourselves to doubt that "the emancipation of the New York farmer is at hand"—we refer especially to the farmer of " western New York."

> We have just time to give the following from the last Rochester Democrat. We are most happy to find that, after all, we agree pretty well as to the greatest question now before "western New York;" the incalculable advantages which would be conferred on that magnificent district by giving fair play to the energies and enterprize of its citizens.

> "The following table—for which we are indebted to Mr. Witt, agent of the Boston road-presents some interesting facts to the western miller and farmer. It will be seen that during the past year, nearly 150,000 barrels of flour have been carried from Albany, on the road, to points west of the city of Boston. There is no doubt that this great work, by cheapening the transportation, has greatly increased the consumption of flour. And this increase principally benefits the western trade. Formerly, all the towns east of Springfield, procured their flour from Boston; and much of that used to be southern flour. Now every barrel is from the westthe flour manufactured in Rochester, Oswego,

"But this is but a single article. This important thoroughfare affects, advantageously, the demand for very many other western products. The farmer receives a penny a pound more for his pork, poultry, beef, etc., during the winter season, than he would if ten cents per bushel. It will occur to any ern New York;" we, on the other hand, this road was not in operation. It enables the merchant to send fresh pork from Monroe county to Liverpool! And nothing is more common now than to find upon a table in Boston, poultry killed forth-eight hours previously in Wayne, Ontario and Onondaga

"These facts reveal a mighty revolution products, beef and pork. Beef, the product western competition, was brought prominently in the locomotive powers of the land we live forward at the convention; the State tax was in; and he must take but a narrow view of what constitutes national greatness and hapNEW YORK AND ERIE RAILROAD.

"The New York and Erie railroad comwhich circumscribes their route within the an argument." boundaries of the State of New York, as to enable them to alter their originally proposed an able and influential paper, one always she has no access at present. direction and accommodate themselves to the provisions of nature by following the route which she has marked out for them through the eastern territory of Pennsylvania.

"This question commends itself to deliberate, careful and thoughtful consideration. Before there is any decisive legislative action, our legislators should assure themselves that the matter has been properly weighed, and is thoroughly understood in all its bearings, in its immediate effects and remote consequences, its advantages and disadvantages,

both proximate and collateral.

Erie and to force it into her "great commer-ing any important lateral junctions: the same cial emporium." To effect this object, she may be said of the location in Pennsylvania coveted trade through other avenues, she im railroad becomes quite as important to Pennperatively prohibited the company from fol-sylvania as to New York. The north branch lowing the infinitely better and cheaper route of the Susquehanna affords the first opporthrough New Jersey and this State. In all tunity of a good connection with the Wyolegislature, sent to negotiate terms on which the petition of the New York and Erie com-

"We are hardly called upon to exhibis has exhibited towards us. If, therefore, it it terest to grant New York a way to the lakes through our territory, we may reject her application, and in doing so, will only be meting out again the measure wherewith it was

meted to us.

lose? These are questions of grave and moternal improvements, she has linked the lake than those of New York, and, generally full trains, at a moderate velocity, and a trade

ture for the privilege of constructing their arising upon the debt contracted in construct-

alive to the interests of Pennsylvania, and li-Delaware, the east, or New York, side being occupied by the Delaware and Hudson canal. "The policy which originated the New York and Erie railroad, was narrow, contracted and selfish. The State of New York

country with her own 'commercial empori-speaking, as early as the commencement of um,' and mainly depends upon the produc-navigation at Dunkirk and Buffalo; hence, pany are about petitioning our State legisla-tiveness of these works, to meet the interest with the line via Williamsport to Elmira and road through the eastern part of this State, ing them. We might, if we had time, elabothe New York and Eric railroad, a complete and are at the same moment asking the New rate the argument arising upon these facts, new field of action is open to the trade in York legislature so to modify their charter, but we mean rather to suggest than to extend coal, iron, plaster and ealt of both States and the city of Philadelphia may enter the lists We find the above in the Miners' Journal, for the supply of an extensive market to which

The "main line" gives her a large share beral to all. We are sorry to say, that the of the trade of the Ohio, that is, of the councharge of want of courtesey on the part of try south of the lakes; the line to Elmira our legislature is not to be denied. But, "is will put her on a footing of equality with it the interest of Pennsylvania to grant the this city for a considerable portion of the New York and Erie company the privilege business of the southern counties of New they ask?" On this point there can be no York; the Erie is not a competing line with room for doubt. The railroad must be car- her great thoroughfare to the west; on the ried for some distance on the west bank of the contrary, it may be made the avenue to a new and populous region, in want of coal and iron. Lastly, we may safely assert, that We are not aware that this location is of any the opening of the Erie railroad to Elmira will insure the immediate completion of the was determined to command the trade of lake nature of the country on both sides prevent. North Branch canal, and of the Williamsport and Elmira railroad. Were the Erie railroad now in operation as far as Elmira, aided the company with three millions of between the Delaware and Susquebanna it might lessen the revenue of this State from dollars from her treasury, and to provide rivers. But further to the westward the Erie the canals, but could not possibly affect the against the peril of losing a portion of the rivers. But further to the westward the Erie the canals, but could not possibly affect the trade of Pennsylvania injuriously.

#### WESTERN AND WORCESTER RAILROAD.

The reports of these two companies are matters of business, where State interests in any degree, or by any contingency, might conflict, New York has pursued the most coal in America. An immense trade would with their respective views on the controversy selfish policy towards this State. This was follow the opening of the railroad to Elmira; which has existed between them for some particularly marked in her rejection of the coal would be carried east and west along the time. A perusal of those portions published application made through a committee of our road, and to the north by canals, lakes and in the past and present numbers of the Jourrailways; plaster, salt, etc., would be sent nal, will be sufficient to give our readers a might be connected. We apprehend that into Pennsylvania, and a communication be-correct idea of the question at issue. We from these circumstances, the legislature of tween Philadelphia, the southern counties of do not intend to offer any remarks of our Pennsylvania will be fully acquitted upon New York and lake Erie at Buffalo and own at this time, on that question, but will the score of courtesy, if it refuses to entertain Dunkirk would be had via the Lehigh canal refer to that vital subject—the rates of freight. and railway to Wilkesbarre, and thence by We understand that flour is carried from Althe North Branch canal to the Erie railroad, bany to Boston for 25 cents per barrel, or 11 more liberality towards New York than she Again, it only requires fifty miles of railroad cent per ton per mile, allowing ten barrels to -from Ralston, Pa., to Elmira, N. Y .- the ton. Now the lowest price at which the not manifestly and beyond all doubt our in through a natural pass, with moderate gra-Baltimore and Ohio railroad company prodients, to connect the West Branch canal posed to carry coal was 11 cent per ton per with the Eric railroad, and all the works of mile-provided not less than 105,000 tons western New York. A trade in bituminous annually, for a period of twelve years, to be coal, similar to that in anthracite on the N. shipped in equal daily quantities for 250 days "The 'questions to be asked,' then, are, is Branch would be at once created; but the in each year, were warranted. To carry it the interest of Pennsylvania to grant the great feature in this connection, is the vast ac coal as it might suit the pleasure of the col-New York and Eric company the privilege cession of income which would be secured to liers to furnish it, the Baltimore and Ohio comthey ask? what will she gain? what will she the State works of Pennsylvania and of trade pany demanded two cents per ton per mile. mentous importance. It seems to us that it to the city of Philadelphia. The entire com. Now we take it, that this is about equal to the would be inexpedient at any time, and pe-culiarly unwise at a junction like the present, York line is owned by the State, excepting uncertainty of supply, and we have always to furnish a neighboring State, by our own only the Williamsport and Elmira railroad, thought that 35 to 40 cents per barrel of flour legislation, with the facilities for command75 miles long, of which 25 miles have been from Albany to Boston was as low a rate as ing perhaps half the trade, to secure and ac-in operation for some years. Now the canals would yield a reasonable return. The Rea-commodate which, Pennsylvania has incurred of Pennsylvania are onen a month earlier ding road, with its admirable gradients, with the heavy debt of \$40,000,000. By her in- of Pennsylvania are open a month earlier ding road, with its admirable gradients, with be said to unload itself. The cost of transportation from Buffalo to Albany is two cents per ton per mile on an average; late in the fall it is sometimes much higher, but will be said to unload itself. The cost of transportation from Buffalo to Albany is two cents come known and appreciated, the company purchased from Mr. C. Vanderbilt the three fall it is sometimes much higher, but will be said to unload itself. considerable quantity of flour to Boston via in its management. The whole quantity the Western railroad. for 1844 was only 154,413 barrels, yielding an income of \$38,603, at 25 cents per barrel, and, allowing 20 per dent. to be profit, producing only a nett income of \$7,720. The smallness of the flour trade via the railroad is certainly remarkable.

Three cents per passenger per mile is spoken of as a low fare. We confess that we From local travel from Authink this almost as much too high, as the freight on flour is too low. When a traveller arriving at Albany, finds he can reach New York for \$2 50, and that \$6 is the fare to Boston, his choice is soon made, omitting entirely the attractions of the unrivalled posiion and general advantages of New York. It would be folly to attempt to rival the Hudson, but at the same time, we have great faith in low rates of fare for passengers, and believe that a moderate reduction would aid the interests of the Western railroad. Lastly, we consider the principle of charging steady customers more than mere transient ones, to be radically defective. We are aware that this may be necessary where the principal reliance is on a through business, but generally speaking, the opposite policy should prevail. For example, we know that it has been found judicious on a road charging one dollar through, to charge those going and returning the same day no more, and this policy has been found to be attended with complete success, the local travel having been increased to an almost incredible extent. On long roads some modifications would be required, but it is the great secret of successnot for a few years, but of permanent success seldom be thought of where this principle is Owned by the company carried out.

LONG ISLAND RAILROAD REPORT. (Continued.)

Ferry Boats .- In the estimate of last year these important auxiliaries, authorized by the charter, were omitted, the hope having been long cherished that they would be furnished by other parties. Upon the opening of the

as regular as clockwork, still charges 14 cent with such railroads. Under these circum-that our readers may judge for themselves, per ton per mile down for coal, which may stances, and to avoid, as far as might be, a and some will perhaps supply us with the inordinary period of navigation. But even this since then, the former successful and experilow rate does not appear to have attracted any large interest in the company and participated

> Statement of the receipts and expenditures of the Long Island railroad company, on ac count of passengers and freight, conveyed on this road from January 1st to December 31st, 1844.

> RECEIPTS. From local travel from January 1st to August 9th ... \$32,591 27 rom local freight from January 1st to August 9th ... 5,778 75-\$38,370 02 gust 9th to December 31st. 32,417 73 From local freight form August 9th to December 31st. 4,376 09- 36,793 82 rom sources incident to the connection formed by the completion of the road to Greenport, viz: fares and freight to and from New York and Providence, Stonington, Newport, New London, Norwich, Worcester, etc., 78,291 99 from August 9th to Dec. 31st, 1844... Total .... ... \$153,455 83

EXPENDITURES. Wages and Salaries.—In this account is included the salary of the president, vice president, and treasurer, secretary, superintendent, engineer, clerks, conduc-tors, mechanics, laborers, and all other persons in the service of the transportation department of the . \$26,919 39 General Expenses.—In this account appears all items for repairs of road, station houses, shops, lococomotives, cars, rent, statione-ry, waste, oil, etc...... 38,841 87

7,613 69 Fred.-Provender for horses in use by the company ... 1,100 03 Ferry Expenses-Steamboat, insurance, etc..... 8.937 91- 83,412 89

Excess of receipts over exp.. E. E. New York, December 31st, 1844.

Note.-During five months of the year succeeding March, the transportation of iron, lumber, materials and men for the construction of the road was performed to the amount of \$15,500; employing the whole force of the road and thereby cutting them off -as a business on the line can never be divert- from an income from the usual sources of a like sengers. The "statement' may satisfy the

154 29,846, at \$50, \$1,492,300 00 Debt . . . . . . . . 392,340,22

Assets, consisting of 3 steamers, wharves,

motive power, lots, depots, etc., etc., valued at .... 400,000 00 1,900,000 00

line, however, it became necessary to provide them, and a reluctance was evinced by the directors of the eastern railroads to form a line with this company, without the concurrence of the steamboat proprietors, connected have however given such copious extracts

After carefully perusing the report of the paralyze our commerce before our government could, by any possibility, according to the present position of things, apply any preventive.

To remedy this defect, he thinks it the part

formation we require, to obtain anything like a clear view of the case. For example, we understood some years since, that a certain rate of interest on the cost of that portion of average 726 cents per barrel throughout the Haven, boats of established reputation, and the road between Brooklyn and Jamaica was to be paid out of the earnings of the entire road, before any dividend could be paid to the stockholders, and that the interest on the debt to the State was regularly paid; yet we'do not see either of these items in the statement; the company are told that they possess a road nearly 100 miles long, and, in the "statement," we find "cost of road, \$1,500,000," obviously conveying the idea, that this is the cost of the road from Brooklyn to Greenport, which we understand is not the case; it should also be stated whether the receipts include the fare on the steamers from Greenport to Stonington and Norwich; the "assetts," as the engines, lots, steamers, etc., are very singularly called, might have been given somewhat in detail. These are some of our objections to the report, which is also drawn up in a very rambling manner, so that in endeavoring to lick it into shape we were obliged to skip over eight or ten pages after the introductory paragraph, to find the cost of the road and other important statements, which should precede general and speculative remarks.

One of the leading inducements with the legislature in granting corporate privileges, is that full and accurate statements of the condition of such corporations be periodically made for the information of the community In the report of the Long Island railroad company, the interest of the State debt does not appear in the "statement," no allusion is made to the Brooklyn and Jamaica railroad with its prior claim on the receipts, nothing is said of the large amount of damages which must be paid for the injury inflicted on the citizens in the vicinity of the tunnel, nor do we see apy estimate of the sum required to equip the road for a large business in freight and paslegislature, but it does not satisfy us.

BRITISH NAVAL POWER ON THE LAKES.

In the last Southern Literary Messenger, 1,884,640 22 in an elaborate article, Lieut. Maury consi-1,500,000 00 ders the necessity of an increase of our naval force upon the lakes, and shows that by means of the Welland, St. Lawrence and Rideau canals, England could, in case of war, so take command of the lakes with her steamers-After carefully perusing the report of the passing through the canal from the ocean-

to take control of the Illinois canal, designed stored. to connect the Mississippi with lake Michigan, and complete it upon the scale of the Rideau and Welland ship canals, so as to readily ad-the St. Lawrence canal, the general name to say, that his excellency would gladly give mit steamers and large vessels to pass from given to the six portions of canal by which up his newly acquired "lordship," could he the Mississippi to the lakes. The navy yard the different rapids are surmounted. Only wipe out the disgrace inflicted on the country ordered to be established at Memphis, will af three of these are of any magnitude -- the La. by a member of the cabinet, filling, only too ford the means of supplying vessels of the reof the west could be thus brought with good the river being navigable in both directions, pander to the agent of the London company, quired size and armament, and the resources effect for the increase and efficiency of the by the others, in steamers of even moderate the notorious Wakefield, to whom the "Beau-

It is too true that by means of the ship caour government possesses very few of the canal in a year or two. But the Beauharnois \$60,000, as officially announced in London. proper safeguards which the immense com-canal is on the south, or American bank of the This is "the affair" to which we alluded in imperatively demand. should be supplied, and if, on examination, nects two wide reaches of the river, known Lieut. Maury's plan is found to be feasible, it economy to adopt it .- U. S. Gazette.

many of the leading papers of the country, mity, the State of New York. Suppose the and, as they convey very erroneous views to canal in the possession of the troops of the the public, we will endeavor to give the United States; then may the British fleets be to be worked on the atmospheric principle. The facts with our opinions on the subject. For kept from lake St. Francis while American some of the former we refer to our table of vessels are built, equipped and exercised on Canadian canals, where it will be seen that that broad sheet of water, until the decisive founders were in attendance. the locks of the Welland canal are little more moment arrives; when in a single day they rence canals, and less than half the width of torious the entire country from Lachine to the locks on one portion, the Cornwall ca- Detroit is lost. If the fortune of war be adnal, which are 55 feet wide by 200 feet long, verse, they retreat through the canal to lake with 9 feet water on the sill, the locks of the St. Francis and refit; if successful, Clinada Welland being 26 by 150, with 81 feet water West falls, if defeated, a few ships are gone; on the sill. But the fact is that, in case of it is the ordinary game of war to one side, to war, no vessel-American or British-can the other it is a question of existence; the pass up or down the St. Lawrence. The stakes could scarcely be less equal. No matriver is commanded from both sides, for a dister what the predominance of the British on tance of 30 or 40 miles, and the St. Lawrence Ontario, or the strength of Kingston, the poscanals have never been regarded as adding to session of the Beauharnois canal and lake St the defence of the province. The location of the Louis cuts off their communication with Mon-Rideau canal is a truly military one, forming treal by the Rideau canal, and an inglorious an arc of which the St. Lawrence is the chord, surrender is all that remains to them. and only coming within reach at the strong points of Montreal and Kingston. But some escape the observation of the numerous exof the locks on this route are only 20 by 100 perienced and accomplished British officers ded a contract with Messrs. Hennett and Co., size of vessels passing. Excepting the in-strong representations were made by the highcrease in the dimensions of the locks of the est military authorities, and we know that the to increase the efficiency of British power in military men of the highest rank, as an infa Canada, by means of public works; on the mous affair. But, with an imbecile governor contrary, by extinguishing private enterprize, and an administration purposely brought in they have prevented the extension of rail- to dispose of the honor of the province to a roads, though, singularly enough, the only London company, and consequently prepared railway they possess, scarcely 15 miles long, to go all lengths in their dispatches to the cowas the first railroad ever used in active mi-lonial office, the calm and temperate asserwas in the years 1837 and 1838. Its impor- by the atrocious misrepresentations of unscrutance was such, that the government took it pulous adventurers, until it was too late to re-which, unlike former meetings, all was congrat-

nal Great Britain possesses an easy access to this year, and the enlargement of the Lachine owes its location—the consideration being merce of these seas, and the importance and St. Lawrence, within little more than a day's our last, when treating of the "beauties of wealth of the thriving cities on their shores march from the American lines, and with government engineering." What is wanting lake Champlain as a communication. It conwill be not only prudent, but the part of true as lake St. Louis and lake St. Francis, the

It will be at once said, that this could not

of prudence and wisdom for the government into its own hands till tranquility was re-treat. The present governor general is universally esteemed, and the job was commenced Now, however, comes the grand feature of under his predecessor, but we would venture chine, Beauharnois and Cornwall canals-efficiently, the manly and dignified post of speed. The Cornwall canal has been open se. harnois canal administration" owed its existveral years, the Beauharnois is to be completed ence, and to whom the Beauharnois canal

> We select the following from the London Mining Journal:

South DEVON RAILWAY .- The tenders for former coming within nine miles of Montreal, (wenty-four engines-sixteen of 33-inch cylin-We find remarks similar to the above in the latter reaching, at its south-western extre- der, or about 45-horse power, and eight of 12horse power-were received in the early part of he week, at Exeter, by Mr. Brunel, and the authorities of the South Devon Railway, which is contracts were taken by Boulton and Watt and Messrs. Rennie—the amount, from 40,000l. to 50,000l. The principal Cornish engineers and

PATENT CONVEX PROPELLERS .- So much than half the width of those on the St. Law- may pass the Beauharnois canal, and, if vic. interest having been excited by the success attending the application of Mr. Smart's new propellers to steam-ships, that the inventor has been induced to forward a model of the invention to London, which may be inspected at his agents, Messrs. Jukes, Coulson & Co., Clement's lane.

> COMMUNICATION BETWEEN EGTPT AND IN-DIA .- Mr. Galloway, the engineer, has just left Paris, en route to Egypt, to commence this great work, projected by his brother, the Bey, ten years ago. This work must be looked upon as the first link of the grand chain of railway communication from the Mediterranean, so generally advocated, and so obviously necessary between England and her Indian possessions, and her recently acquired colony in China.

> ELECTRIC TELEGRAPH. The construction of the electric telegraph between London and Gosport, at a cost of £24,000, is nearly completed.

THE ATMOSPHERIC RAILWAY SYSTEM .- The South Devon Railway Company, under the advice of Mr. Brunel, their engineer, have concluwith 4 feet water, which of course limits the in Canada. We have understood that very for the supply of 12,000 tons of cast-iron pipes for the atmospheric apparatus, being the quantity required for the entire, distance from Exeter to Plymouth (fifty-two miles). The terms of Welland canal, there has been nothing done location of this canal is openly denounced by the contract require that about twenty miles of the distance (from Exeter to Newton) shall be completed and opened for traffic in the ensuing summer.

THE IRON TRADE .-- Our readers have been already prepared for a most favourable report of the quarterly meeting of ironmasters-the result of which has fully realized the best expectationsand from all districts our advices tend to the general conclusion, that the iron trade is in a more litary operations, as far as we can learn; this tions of military gentlemen were overwhelmed healthy condition than it has assumed for a long time past.

The meeting took place on thursday, and at

ulation—despondency was banished from the of the iron trade, that they will realize a sum of seven hundred thousand, Sandusky city six countenances of the former wee-stricken iron-fully 25 per cent. more than they would have hundred and sixty-eight thousand, Toledo six makers; and the entire assembly of the iron done this time last year. The new company at hundred thousand. Chicago, we have not the in October last, the ironmasters generally manifested a determination to maintain the then existing prices, but that at the meeting at Dudley, the following Saturday, three large houses in the in the month, and a large amount of orders still district declared a reduction of 1t. per ton. This remain on their order-book. step was said to have been taken by these influential firms in order to meet the prices of a number of smaller houses, who were notoriously underselling those who abided by the prices fixed at the former quarterly meeting. Notwith-standing, however, this reduced price—arguing, as it did, a bad prospect for the future—the iron trade, during the last quarter, gradually continued to improve, and at the end of six weeks an advance of 10s. per ton took place. Affairs progressed favourably, and at Dudley last week a further advance of 10s. was agreed upon. It was under these flattering circumstances that the meeting assembled on Thursday. The meeting confirmed the two advances of 10s. each—so that it may be estimated at an advance of 20s. per ton upon the prices declared at the Dudley meeting in October. Bar and hoop-iron fetches from 6l. to 6l. 10s. per ton; pig-iron from 3l. 10s. to 4l. At these prices parties gladly bought, for fear that, considering the buoyant state of the market, there may be a further advance. The furnaces in South Staffordshire are in full work, The and there is generally throughout the iron districts a demand for labour. It is also satisfactory to state that the miners—the coal and ironstone getters—are in the receipt of at least 25 per cent. higher wages than they were two years

We have endeavoured to obtain from the best authority the cause of this sudden, and, as it is likely to prove, permanent prosperity of the iron trade. All attribute it to the great demand for railways upon the continent, and in this king-dom. It is not only for the rails that iron is re-quired, but for engines, calculated that for every ton of iron required for the trains on a railway, aton is used for engines, tenders, waggons, carriages, tools, &c. If the 240 railway speculations now before Parliament were carried, the property of the iron trade would exceed all calculation. The line of railway which creates most interest among the ironmasters, is the projected one between Oxford and Wolverhampton, brought forward under the auspices of the Great Western. Many of them are largely interested in this line. The opposing line is from Tring, through Worcester, to Wolverhampton, under the auspices of the London and Birmingham. The fight between the two great leviathan companies (the Great Western and the London and Birmingham) is expected to be very severe, and the ironmasters look upon the anticipated contest with very great anxiety. There is no fear that the price of iron will be altered at the meeting at Dudley to-day.

In Wales the news is of the most cheering description—all the works seem to be fully employed, and orders both large and valuable are pouring in. The Cwm Celyn and Blaina Iron-Works, during the last three months, have made an extraordinary quantity of iron, and the diffi-culties which the proprietors of those works have had to meet, whatever change is made, will now, it is hoped, give place to better things, and will be for good. There is a rumor affoat that the Ebbw Vule and Sirhowy Iron Company affair is not yet settled, and that there will be another sale of them by public auction: if this do happen, we may expect, from the present prospects

makers; and the entire assembly of the iron done this time last year. The new company at hundred thousand. Chicago, we have not the trade, Welsh, Scotch, and English, appeared to Cwm Celyn are pushing on the works with great returns from, but we suppose it may equal he full of confident hope for the future. It will vigor: it appears that during the month ending Toledo. be recollected, that at the Birmingham meeting Dec. 29th, more iron was manufactured there the bbl. than in any previous month since the establishment of the works. More than 1200 tons of rails, besides bars and roughed down, were made with-

blast on Monday last.

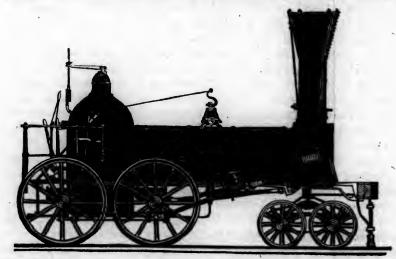
WHEAT FROM THE LAKES.—Cleveland sends to say nothing of other exports. Figures in a off about four million bushels, Detroit we suppose about a million and a half, Milan upwards Journal.]

The flour is counted in bushels at 5 to Toledo. The official return for all the leading ports will be published as soon as they are received at our office .- Toledo Blade.

[Let those unaccustomed to contemplate the vastness and growing importance of the business resources of the West, examine this simple The Blair Iron Works are again in partial statement of facts. Rising of eight million bushoperation, one of the furnaces having been put in els of wheat, more than equal to 1,600,000 barrels of flour, from six points on the Lake coast! This amount will feed a million of souls,

### NORRIS' LOCOMOTIVE BUSH HILL, PHILADEL PHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz

,	Class	1,	15 in	ches I	) iameter	lo	Cylinder,	V	20	inches	Stroke
	"	2,	14	"	46		ii	- C	24	46	SHORE.
	"	3,	141	66	46		"		20		"
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With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled W heels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Ream

Beam

Section

1 .

#### KITE'S PATENT SAFETY

Safety

Safety

FLAN

ELEVATION

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short we consider Mr. Kite's invention as completely

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.
A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

#### NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Capital, \$2,000,000. ROBERT SCHUYLER, Esq., Vice President J. WORTHINGTON, Esq., Treasurer. Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. Jackson, Esq., Secretary.

Leave New York, foot of	, DAILY	7.	SUNI	DAY.
Courtland street,	A. M.	P. M.	A. M.	P. M.
	9, 11, 12 9. 11			4 3-4
" Rahway	9, 11 9	3, 434, 6		
Leave		•		
	6, 71-2, 11 1-2 63-4, 7, 81-4, 12			
Elizabethtown	7, 71-2, 81-2, 101-2, 12 71-2, 81-4, 9, 11	3 1-2, 5		1
For New York	, , , , , , , , , , , , , , , , , , , ,	112, 1, 012, 1, 001		

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

#### TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick.
	Miles.	Cents.	Miles.	Cents.	Miles.	Centa.	Milea.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	91-4	25			5 1-2	12 1-2	10 1-2	25	22.1-2	50
Elizabethtown	14 1-2	31 1-4	51-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

R. CASEY, CIVIL ENGINEER, NO. 23
Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed. - REFERENCES. -

Boston, Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, "

Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

AILROAD IRON AND FIXTURES. THE

R Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 21 Broad st., N. York.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the

quality warranted. Address

JOAN F. WINSLOW, Agent,

j523 Albany Iron and Nail Works, Troy, N. Y.

Long Island Rail Works, Troy, N. Y.

Long Island Railroad Company
Trains run as follows, commencing November 1st, 1814:
Leave Brooklyn at 8, a. m. 67 New York stopping at Farmingdale and St. George's Manor.
Leave Brooklyn at 94, a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.
Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Beston Train, at 1, p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at St. George's Manor and Farmingdale.

Leave Greenport at 94, a. m. Accommodation Train, for Brooklyn and intermediate places, and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7, a. m. and 14, p. m.

ON SUNDAYS.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

91. a. m. Leave Brooklyn at 43. p. m. for Jamaica. Leave Hicksville at 24. p. m. for Brooklyn. Leave Jamaica at 8. a. m. for Brooklyn. Leave Jamaica at 34. p. m. for Brooklyn.

BOSTON AND PROVIDENCE RAHLROAD.

PASSENGER NOTICE.—Winter

rangement.—To commeoce Munday, November 4.

und alter Monday, Nov. 4, the Passenger Trains will

On and after Monday, Nov. 4, the Passenger Trains will run as follows:

For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Tuesday. Thursday and Saturday.

For New York—Morning Line, via Long Island Railroad—Leave Boston at 8 A. M. op Monday, Wennesday and Friday.

Leave Boston at S A. M. op Monday, Weetnesstey and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at S A. M., and 3½ P. M., and 72 weetness at b

Taunton at S A. M. and 3½ P. M.

New Bedford, at 7½ A. M. and 2½ P. M.

Dedham Trains.

Leave Boston at 9 A. M. -3 P. M., 5½ P. M.

Dedham at 7 50 A. M., 10½ A. M., 4½ P. M.

All baggage is at the risk of the lowners thereof.

WM RAYMOND LEE, Sup't

WM RAYMOND LEE, Sop't

FITCH BURG RAILROAD.

OPEN TO ACTON.

Passenger Trains will run se follows:
Leave Charlestown at SA. M. and I and
lo51 A. M., and 56 P. M.

Stages, on the arrival of the first Train of Cars at Acton,
leave daily (Sundays excepted) for Littleton, Grotton, Townsend, Luneuburg, Fitchburg, Ashburnham. Whethedon,
Westminster, South Gardner, Templeton, Fhillipston, Athol,
Mass.; Fitzwilliam, Troy, Swansey, Keene, Walpole,
Charlestowa, N. H.; Chester, Windsor, Woodstock, Rutland, Middlebury, Royalton, Montpelier, and Burlington, Vt.
For further information, apply to THOMAS A STAPLES, No. 36 Hanover so., or L. BIGELOW, No. 11 Elm st.,
Boston. Passengers leaving their hamee at the above offices,
will be supplied with Railroad and Stage tickets, and conveyed to the Fitch burg Railroad Depth, free of charge.
Coaches will be at the Depth to Charlestowo, bu the arrival of the Cars, to convey passengers to any part of the city.

S. M. FELTON, Engineer.

### TRAVELLERS' RAILROAD DIRECTORY.

BD AING YEAR	FOR .	BY RAILBOAD		1	1 *	Mure	. 17.1
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## AMERICAN RAILROAD JOURNAL,

## AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY

AND MINES.

#### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

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[WHOLE No. 453, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL as the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all wrought Spikes and Nails, from 3 to 10 inches manufactured by the subscriber's Patent Machinery, persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES O	F ADVERTISING	Ť.
One page per anni	ım\$125	00
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ENGINEERS and MACHINISTS. STILLMAN, ALLEN & Co. N. Y.
JAS. P. ALLAIRE, N. Y:
H. R. DUNHAM & Co. N. Y.
WEST POINT FOUNDRY, N. Y.
PHŒNIX FOUNDRY, N. Y. R. HOE & Co. N. Y. J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.) TROY IRON AND NAIL FACTORY, H. Bur-TROY IRON AND NAÎL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa.
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE,

MERRICK & pany, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron Company.

SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stock-

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad. Pa. [See Adv.] A. & G. RALSTON & Co. Philad. Fa. THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron

rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.
HENRY BURDEN,

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward.

their orders as early as practicable, as the subscribe is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

PATENT HAMMERED RAILROAD, SHIP
and Boat Spikes. The Albany Iron and Nail
Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat
Spikes, from 2 to 12 inches in length, and of any form
of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this couneral use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant

ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of al sizes; English blister, cast, shear and spring steel Juniata rods; car axles, made of double refined iron Juniata rods; car axles, made of double refined from; sheet and boiler iron, cuit to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed saving.

the order, a fit to those wheels is guaranteed, saving o the purchaser the expense of turning them out in side.

THOMAS & EDMUND GEORGE, ja45

N. E. cor. 12th and Market sts., Philad., Pa

RAILWAY IRON, LOCOMOTIVES, ETC.

Railway Iron, flat bars, with countersunk holes and mitred joints.
350 tons 2 by 15 feet in length weighing
280 " 2 " 1 " "
70 " 11 " 1 " "
80 " 11 " 1 " " 3.50 21 1.26

with spikes and splicing plates adapted thereto. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.
Railroad Car and Locomotive Engine tires,
wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 21, 223, 3, 31, 31, 31, and 31 inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved

at the greatest strain.

India rubber rope for Inclined planes, made from New Zealand wax.

Also, Patent hemp cordage for inclined planes and canal towing lines.

Patent felt for placing between the iron chair and

Every description of railway iron, as well as lo-comotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Loco-motives, Machinery, Railway Iron, ctc., ordered through us.

A. & G. RALSTON & CO. No. 4 South Front st., Philad., Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small or-ders with promptness and despatch. Railroad Work.

Locomotive steam engines and tenders, Driving and other locomotive wheels, axles, springs & flange tires; car wheels of east iron, from a variety of pat-terns, and chills; car wheels of east iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions,

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wall street, N. York.

TO IRON MANUFACTURERS. THE SUB-Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Authracite coal, and holding an assignment of the pa-tent obtained by the late Rev. H. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.
A. & G. RALSTON & CO.

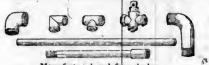
No. 4 Sout Fronth st. Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

#### PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feel long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cooks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Wulnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Orc, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power railways. In einterest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pumphlets, manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Enginer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.
Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x454 feet, two stories high, with a shed part 454x29 feet.

containing a large air furnace, cupola, crane and corn oven.

Store house-a range of buildings for storage, etc., 200 feet long by 20 wide,

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Parker st., containing 6900 feet, with the following buildings thereon standing:
Boiler house 50 feet long by 30 feet wide, two sto-

ries.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
Stite st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G.
RALSTON & Co., Philadelphya.

Diving and other threes for Locomotives.
The works being on an extensive scale, all orders will be executed with promptness and despatch.
New York.

Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate ANDREW C. GRAY,
Philadelphya.

President of the Newcastle Manuf. Co.

Reading, Pa.

#### FRENCH AND BAIRDS PATENT SPARK ARRESTER.

NO THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invi ted to examine an improved SPARI ARRESTER, recently patented by the undersigned.

Our improved Spark Arrester: have been extensively used during the last year on both passenger and freigh engines, and have been brought t such a state of perfection that no ar novance from sparks or dust from the chimney of engines on which they arused is experienced.

These Arresters are constructed or an entirely different principle from any necessors oncrea to me publi The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chinney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimne through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructe passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad, Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whiney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonamay desire to purchase or obtain further information in regard to their merits:

nev, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

e terms. Philatelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1814. ble terms

VAIL, PROPRIETOR OF THE SPEED-S. well Iron Works, near Morristown, N. J., can supply at short notice railroad companies and others with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diame-ter or circumference to which they wish the tyres made, and they may rely upon being served accord-ing to order, and also punctually, a large quantity in the straight bar is kept constantly on hand. Crank axels for locomotive engines, made from the best Pennsylvania iron. Straight axles for locomotives for outside connection engines. Frames for engines. Wrought iron work for steamboats, and shafting of any size. Cotton Screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for rail-road water stations. He refers to the following gentlemen:

Baldwin, Vail & Hufty, Philadelphia; Wm. Norler, N. York.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds conon Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of arker st., containing 6000 feet, with the following any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars. Boiler house 50 feet long by 30 feet wide, two sto-ges.

CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of ruils, mode of guarding against accidents from insecure joints, etc. -respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters palent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Com-panies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Ciril Engineer, Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for ris, Philadelphia; N. Campfield, Savannah, Ga.; J.
& S. Bones, Augusta, Ga.; D. F. Guez, N. Orleans,
La.; Adam Hall, N. York; J. P. Allaire, N. York;
william Parker, Boston, Mass.; George W. Schuyengines and their trains from running off the track engines and their trains from running off the track ja4q at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs, Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,

Reading, Pa.



ATLANTIC AND PACIFIC RAILROAD.

We meet with this "magnificent project" in almost all our exchange papers, and now we find the subject brought before a meeting of the stockholders of the Western important subject. railroad, on the 12th inst., by P. P. F. Degrand, Esq. We are so much accustomed to examine projects in a somewhat close, or, as the mathematicians say, rigorous manner, that we are in a great measure incapable of Worcester long wharf. appreciating the magnificence or the utility of a railroad hence to the Pacific. When we see this great city shut out during five months of the year, from all communication with the rich river counties and the cities from we need never despair in a good cause." Albany and Troy to Buffalo, and the vallies of the Mohawk and the Genesee, and the equally fine country around the Seneca and Cayuga lakes, we feel little inclination to undertake a work fifty times more difficult, but with means and results by no means in proportion. But the transcendental is more highly esteemed in the meridian of Boston than here, and we frankly admit that it never was our "forte." We give a few of Mr. Degrand's remarks.

"A continuous railroad, from Boston to the mouth of Columbia river, is imperatively called for by national considerations, which can neither be overlooked or neglected with

our Charlestown navy yard, in thirty days, all the parts, numbered and fitted, to build in three weeks, a fleet of war steamers, on the Pacific; and you can also transport the car-

will, by the existence of this road, be brought plated. nearer to Washington city, than Charleston,
S. C., was during the revolutionary war. It
will be reached with less inconvenience and
personal discomfort, than Philadelphia was,
from Quincy in 1276. This facility of mil from Quincy, in 1776. This facility of rail-distance; and thus, while in the present state of our

"The line of railroads from Boston to the mouth of the Columbia river, will be the from the mouth of the Coatzacoalcos is 220 kil-the cost of an analogous work, the Caledonian highway of nations, between Europe and omètres (130 miles,) but the greater part of this Canal, generally admitted to have been exceed-

"By means of this railroad, the Oregon less than thirty-one miles in extent, wherein no

us now resolve that this great work shall be

"If we but resolve to have this done, depend upon it, Mr. President, it will be done; opinion to this great national purpose.

#### SHIP CANAL ACROSS THE AMERICAN ISTHMUS.

Survey of the Isthmus of Tehuantepec, executed in the Years 1842 and 1843, with the intent of Atlantic and Pacific Oceans, and under the

road communication is indeed the truly scienand attended with immense difficulties at Nicaragua, him to make an exact estimate. Many circumtific way of securing the bonds of union for we find it practicable and easy at Tehnandene." we find it practicable and easy at Tehnantepec.

territory will become a part and parcel of excavation whatever exceeding the usual limits our own selves, instead of being an isolated would be required. The highest point to be people, and another nation, as suggested in Surmounted is at the Portello de Tarifa, a pass between the mountains only 200 metres (656 feet) above the level of the Pacific, and 160 mètres above the mount of the Malatengo. "In view then of all these advantages, let There is an abundance of water, which may be applied with great facility to the service of the accomplished in a brief space of time, and canal, being derived from the Chicapa or Chimthus add to our national renown, and add also alapa and its confluent the Monetza, and from a to our road a branch somewhat longer than more considerable river, the Ostuta, which, like the former, flows into the lagoons not far from the town of Tehuantepec. The grand condition of a good harbour at either extremity of the line pend upon it, Mr. President, it will be done; seems capable of being amply fulfilled in this for I see men about me able to mould public case. The mouth of the Coatzacoalcos, 700 In- mêtres wide, and with never less than twentydeed, after what we have already accomplished one feet of water on its bar, quite enough to float a frigate, is, according to Balbi, 'the finest port formed by any one of the rivers that discharge themselves into the Gulf of Mexico, not even excepting the Mississippi.' Hitherto it had been very generally supposed that no harhour could be established on the Pacific side; but Signor Moro has cleared up this difficulty. The Establishing a Communication between the lagoons near Tehuantepec have a depth seldom less than five or six mètres, and this could easily Superintendence of a Scientific Commission be increased by dredging, the bottom being appointed by the Projector, Don Jose DE nothing but mud and shingle. The Boca Barra, by which they empty themselves into the ocean. The American isthmus reaches from Te- is not obstructed by a true bar, but a little way huantepec and the Coatzacoalcos on the north, within it there is an accumulation of sand which to Darien on the south, a length of five hundred might be destroyed with extreme facility, whilst and seventy-five leagues, and is traversed the cause of its deposit might be effectually re-through its whole extent by a range of mountmoved. The isthmus is but scantily peopled, tains, continuous at either extremity with the but it was once possessed by a dense and thriv-great chains that form the spines of both conti-ing population until the devastations of the bucnents. Nine different parts of this isthumas cancers converted it into a wilderness. There have been proposed, at various times, as offering is no reason why it might not again become as impunity.

"This railroad is the only scientific way of defending the Oregon territory. By means of it, you can, in case of war, transport from our Charlestown navy yard, in thirty days, Isthmus of Panama (properly so called), of Ni- and the abundance of cattle and resources of all caragua, and of Teluantepec.

The distance from ocean to ocean, across the through the canal to renew their provisions at Pacific; and you can also transport the car- Isthmus of Panama, is only forty miles. Were easy prices, in the isthmus, so that they might penters, riggers, caulkers, blacksmiths and sail our judgment, therefore, to be formed from a devote a greater portion of their holds to the devote a greater portion of their holds to the makers, as well as the sailors, marines and mere inspection of the map, an inclination to stowage of merchandise. Lastly, among the officers, to man the fleet. You can transport consider this point the most eligible would be in-advantages offered by the Isthmus of Tehuanthe cables, anchors, sails, rigging, guns, mus- evitable. The space that divides the two seas tepec, not the least considerable is the mildness kets gunpowder, balls, all the other materials is greater at Nicaragua, namely; ninety-five and salubrity of its climate, precisely in those kets gunpowder, balls, all the other materials and munitions of war. You can thus take at once, as if by enchantment, the command of the Pacific, and of the China, Japan and India seas, both with your private and public armed ships.

The pacific is greater at relatagua, namely, matery-live land satisfies where the assistance of European workmen would be required. This matter was workmen would be required. This matter was bear to offer considerable advantages. Lastly, sufficiently tested in 1830, when an abortive attempt was made to found a French colony in the isolated by the projectors of the colony, fully deluded by the projectors of the colony, and the second state of the colony, appears to be the least suited. "The Oregon territory, now a distant land, for the accomplishment of the object contem- found themselves from the moment of their arrival destitute of all resources, having neither food

Moro speaks with becoming diffidence, not being stances he thinks would combine to reduce the rate of cost below the European average; never-. The breadth of the isthmus in a straight line theless, he takes for his standard of comparison China. A communication sent from England, by the Cunard line, reaching Boston in 12 days, will, by Morse's telegraph, instantly reach the mouth of Columbia river, whence a swift steamer will carry it to China, in 12 days more!

Ometres (130 miles,) but the greater part of this standard control on the south by lago in and extensive plains, and on the Atlantic side by the circumstances; and in applying that standard course of the Coatzacoalcos, which can easily be to his own project, he purposely disregards many favourable circumstances, and exaggerates others of a contrary nature. The result is, that be executed would be comprised between latitude 16° 36′ and 17° 3′ N., including a space would probably not exceed 85,000,000 france pleted for less than £2,500,000 sterling.

turn might be realized by a moderate toll, even tion on the summit, is 25 miles; the distance routes may then be set down at \$9 per ton. On should we found our calculations on the existing from Beaver to the junction is 90½ miles, from a boat load of 40 tons, \$36. On a steamer load state of commerce and navigation, and leave Beaver to Meadville 113½ miles; from Erie to of 200 tons, \$180. they would infallibly receive so soon as the bar- 682 miles; from Erie to Sharon 882 miles; from their tolls to the same rates as the Pennsylvania route would then be taken by all vessels from Greenville 63½ miles; from Erie to Hartstown the Erie route of \$5,46 per ton. Business men Europe destined for those points which are now 52½ miles; from Erie to Powerstown 37½ miles; will soon ascertain which is the quickest and reached by doubling Cape Horn; that is to say, from Erie to Lockport 20½ miles; from Erie to cheapest route, and through that channel their the whole western coast of North and South Girard 16 miles; from Erie to Walnut Creek 9½ commerce will finally flow. portion of those leaving Europe for that destination. The latter would not indeed gain anything as to mere length of way; they would even lose something in this respect; but this discounted by Sharon on the south, and Greenville wharves, etc.

South of the road, engines, depots, wharves, etc.

The latter would not indeed gain anything as to mere length of way; they would even lose something in this respect; but this discounted by Sharon on the south, and Greenville wharves, etc.

Receipts during the year ending Dec.

31st, 1844, are as follows:

For transportation of passing the particular and the farthest 881, or an expectation of passing the portion of those leaving Europe for that destination and the road, engines, depots, wharves, etc.

Start of the road, engines, depots, what experience are the road of advantage would be more than compensated by average distance of 76 miles. the assistance of the trade winds and the gulf The toll on coal is 3 mills stream, and by the total absence of danger during the greater part of the year. The oppor-tunity of making port half way in a country that seems likely, from its natural wealth, to the canal for \$1,25 per ton, during the present For interest and settlement season, (when the business is fairly established with Boston and Worstrong attraction; and steam vessels, proceed- it will not exceed \$1 per ton,) and, estimating ing by this course to China, would be able to the freight at 80 cents per ton from Sharon to estimate very closely beforehand the probable Erie, the actual cost of a ton of coal delivered duration of the voyage.

Having laid before our readers this mere outrefer them for further details to M. de Garay's per ton through the ensuing season. publication. There is a class of politicians in government has given unequivocal proofs of its Orleans, and the ocean, to New York. desire to promote this great undertaking, and the The distance from Portsmouth on their own interests to refuse their, aid, should miles. teeming riches into the lab of industry. would put out the sun, if they could, in order to Difference 21 days. protect their own trade in coals and tallow candles. A most rare opportunity is offered us of perfectly legitimate: if the prize be sufferd to pass So that the average difference of time would into other hands, England will have had one from 3 to 3; days in favor of the Erie route. more cause to rue the effects of Tory ascendency. The cold and narrow conservatism of our Henry VII. stood between his people and the ably more than double of those on our Pennsylgift of a new world, which Columbus would

TRADE OF THE ERIE EXTENSION. We find in the Erie Chronicle a capital article

on the subject of the trade of the Erie Extension, from which we make a liberal extract. It will com- \$7,28. Estimating the cost of freighting at 14 mend itself to the notice of a large class of city

Moro thinks the work might possibly be completed for less than £2,500,000 sterling. Allow-length of the canal from Beaver to Erie, is 136 ing only 100 tons to a load, and \$30 per day for Assuming that it should even cost four millions, there can be little doubt that an ample rea point two miles above Meadville, to the juncper ton. The difference in cost between the two wholly out of consideration the vast increase the junction 451 miles; from Erie to Meadville rier of the isthmus was broken down. The new Erie to Clarksville, 791 miles; from Erie to tolls, there would still be a difference in favor of America, and the islands of the South Sea. It miles; the distance between Sharon and Greenwould be taken by all vessels from the United ville, by canal, is 25 miles. For the coal busi-

The toll on coal is 3 mills per ton (2000 lbs.) per mile, or 261 cents per ton from Sharon to Erie, and 19 cents from Greenville to Erie.

Coal will probably be delivered on the bank of For rents, whartage, etc.,. at Erie (in the commencement of the trade) will, upon the data assumed, be \$2,311. It will line of a subject so vast and important, we must probably be sold in Erie at not exceeding \$2,75 Miscellaneous expenses...

- The coal business must eventually constitute England, at this moment unhappily an influ-ential one, to whom the idea of any canal that the direct connection afforded by this canal through the American isthmus is distasteful, between the river and the lake, and the moderate will be by others, if not by us. The French part of that which now passes by way of New

The distance from Portsmouth on the Obio shrewd people of the United States too well know river, by way of the canal, to Cleveland, is 311 their own interests to refuse their aid, should miles. The distance from Portsmouth, by the the solicited. That nation will certainly be by canal, to Erie, 136 miles. From Beaver, placed in a position of peculiar advantage, whose by canal, to Erie, 136 miles. Assuming that wealth shall realize the grandest of all engineer. ing schemes, and whose children shall colonize miles per day, and that steamers running up the superb wilderness which will then pour its stream on the Ohio will average 9 miles per We hour, the comparison would stand thus: on the scorn to waste arguments on those who deem Cleveland route, from Portsmouth to Cleveland, that the proud and fairly won supremacy of the 311 miles—7 days, on the Erie route from is a part of what is denominated the "Cen-English flag is to be maintained by imitating Portsmouth by river to Beaver, 322 miles, at 9 tral railroad" from Boston to Canada to be the pettyfogging policy of France in the affair of miles per hour, 1½ days; from Beaver to Erie, the Cairo and Suez railway; men like these 136 miles, by canal in 3 days,—total 4½ days. miles per hour, 11 days; from Beaver to Erie,

In carrying articles from the lake to the great valley, steamers would travel down stream in achieving honour, profit, and influence, by means little more than half the time above assumed. miles, and the route favorable for the con-So that the average difference of time would be

Now let us examine into the comparative cost. The tolls on the Ohio canal are considervania canals; on many articles they are three have conferred on them; we may owe a more grievous loss to the sinister influence of the Peel cabinet.

and even four times as high. But assuming them at double the rate of those on the Erie route, and taking such articles as merchandise and groceries, the toll on the Erie route would not exceed 13 6-10 cents per 100 lbs, or per ton \$3,72. On the Cleveland route 56 cents, or per ton \$11. Difference on canal in favor of Erie cents per ton per mile, it would be: freight on mend itself to the notice of a large class of city cents per ton per mile, it would be: freight on and country merchants, as well as forwarders.

This new connecting link between the Ohio river and the lakes, says the Chronicle, being canals \$2,18. Difference in freighting (on cost of the road will not exceed \$21,000 a mile. Of the character of the route he says:

"By referring to the above table, it will be now completed, we may anticipate the comton \$9,46. After steamers are loaded below seen that the route is very favorable, as the

(say three millions and a half sterling); and M. mencement of a brisk business, upon the open- Portsmouth, the additional charge for running

Should the Ohio Canal Commissioners reduce

NINTH ANNUAL REPORT OF THE NORWICH AND WOR-

Do. do. freight....

78,788 05 Do. do. mails and government expresses .... 6,102 19 2,920 54 2,052 35

cester railroad ......... 5,156 05. Expenses during the year ending 31st 5,156 05-230,674 05

December, 1844. 12,357 94 Fuel and oil..... 17,556 37 32,783 10 1,352 93 770 80 Contingent expenses..... Salaries ..... Interest on all debts and,

loans..... 50,797 98 Miscellaneous expenses in-3.978 11 curred previous to 1844.

Whole number of miles run during the year 1844. 
 By passenger trains
 113,319

 By freight trains
 38,191
 By trains, road clearing and repairing, . . . .

158,268 A dividend of \$3 per share was declared on the 23d day of December, 1844, and paid on the 2d day of January, 1845.

Railroads in Vermont.-We learn from the Vermont Patriot that Mr. T. J. Carter has surveyed a route for a railroad from the mouth of the White river to Burlington. It tral railroad" from Boston to Canada, to be connected with the road now in operation between Boston and Concord, N. H. From Concord to the Connecticut, where the White river unites with it, the distance is about 50 struction of a road.

Commencing at the mouth of the White river, (four miles below Dartmouth college.) the survey followed up the valley of that river, through the towns of Hartford, Sharon and Royalton to Bethel; thence up the west branch of the river through Randolph and Braintree to the summit in Roxbury; thence down Dog river, through Northfield and Berlin, to the Onion river; thence through the valley of that river to Burlington. The route traversed is about 100 miles in length, and the surveyor is of the opinion that the

ing more than 40 miles level, and nearly are deeply interested in the early completion is the fourth vessel of this description which three-fourths of the entire distance less than of this road, and it will bring them much has been launched from our wharves within

some further work is to be done before it can

be opened for travel.

We learn that considerable excitement has been produced in Fitchburg by the location of the depot-it being upon land owned by the president of the railroad company, at some distance from the village. It is thought that officer, in selecting the site, looked more to his own private interest, than to the public accommodation .- Wor. Pal.

Albany and Buffalo Railroad .- A public meeting has been held at Buffalo, to remon-

and the several rival interests to exact the highest endurable fare, and to run at the most seasonable hours for their particular section, without regard to securing travel over the entire line of the road, induces frequent changes in the hours of arrival and departure on one section to compel companies owning contignous sections to be more compliant in their arrangements-often breaks up for days the continuation of trains-interrupts prior arrangements of travellers-stops wholly for to take effect from the 1st of March hours their progress—impels the travelling regret exceedingly to find that the board have community to other channels, and calls loud made no material reduction in the tolks, comand to appoint a commissioner with power to ous, but cheaper routes.—Phil. North Amer. supervise the same.

and Erie railroad, as follows:

Resolved, That the citizens of western N. York are intimately interested in the speedy completion of the New York and Erie rail-

the spirit of these resolutions. - Jour of Com.

Madison and Indianapolis Railroad .- Unnotices, that it will be conducted in future ed.—Phil. Inquirer. with renewed zeal. The board are generally

30 feet per mile."—Wor. Pal.

Fitchburg Railroad.—The freight cars ran over the road to Fitchburg last week, but on their hands; but on the contrary, the cash be moved by two 16-inch cylinders, with 2 for this surplus will freely circulate among feet stroke, making her power equal to about

of transportation. - Greencastle Visitor.

Michigan Central Railroad .- This road

From Boston to Albany, Albany to Buffalo, 24 Buffalo to Detroit, 66 12 Detroit to St. Joseph, -St. Joseph to Chicago, Rochester Democrat.

Tolls upon the Pennsylvania Public Works We have received a copy of the rates of toll fixed by the board of canal commissioners

The Illinois Canal Loan .-- On the 14 inst. At the same meeting a resolution was of-Governor Ford transmitted a message to the fered and adopted, in favor of the New York Illinois legislature, stating the conditions upon which the foreign bondholders are willing to advance a sufficient amount of money to complete this work. The able Springfield cor-

inclinations will admit of a high rate of speed will be prosecuted with all possible despatch. most beautifully, and as she went was christand heavy freights in operating it, there beWe wish it every success. Our citizens here tened by the name of "E. I. Dupont." This nominations, will then cease to be a drug up. She is to use Loper's propellers, which are to a 90-horse engine. The machine is of the Our Merchants and others will not only best description, and made by Betts, Harlan find it to their advantage to patronize this & Hollingsworth of this city. The E. I. company in the transportation of their mer- Dupont is calculated to make a daily trip chandize, but contribute much to the early each way between Wilmington and Philacompletion of the work. It is a cheap mode delphia, for the carriage of freight and passengers .- Philadelphia Post.

Railway Luggage Labels.—An ingenious will be in full blast to Kalamazoo the ensu-method for labelling boxes and packages to ing summer; and a bill is now pending in be conveyed by luggage trains on railways, strate against the high charges, and frequent changes of hours, on the line of railroad between that city and Albany. the following resolution embraces the substance of the whole, as far as they relate to this matter. Resolved, That the variety of chartered companies, owning sections of the line of railroad from the Hudson river to lake Erie, and the several rival interests to ever the several rival r with pen and ink; the outward wrapper of each packet is absorben, so that the ink is pre-vented from being blotted, and the paper on which the lables are printed is made adhesive in the same manner as the post office stamps. Thus in the space of two minutes half-a-dozzen lables may be prepared and stuck upon the packages, and mistakes and confusion avoided. The invention is a prevention to losses, and deserves patronage .- Lon. Times.

ly upon the legislature to exercise its powers pared with the present rates, and that it seems the thirty-eight principal railways in Great of prescriptive regulation of the summer and to be their fixed determination to drive the Britain, amounts to three millions and a quarwinter trains, and the rates of fare thereon, trade from our State works to more circuit- ter or more-exactly £3,264,450. This traffic has been carried on upon 1,522 miles of railway, and 234 miles of branch lines, making in all 1,756 miles. This revenue is £450,000 more than the corresponding half of last year. It is chiefly owing to the improvement in the trade of the country, and only slightly to the increase in the extent of lines opened to the public. It represents an respondent of the St. Louis Republican thus improvement of nearly ten millions in the road, and thereby, among other great benefits, to acquire an effectual tendency to correct that they cannot and will not be complied the commencement of 1844. This revenue with by this legislature, and, unless great y amounts to about £4,000 per mile per annum, Albany, and to surely induce the travel from the lower Ohio and Mississippi to a more the lower Ohio and Mississippi to a more with the exception of a few mad brains.

This revenue the commencement of 1844. This revenue amounts to about £4,000 per mile per annum, of which let us take £1,600 for working expendence of the commencement of 1844. This revenue amounts to about £4,000 per mile per annum, and to surely induce the travel from the lower Ohio and Mississippi to a more with the exception of a few mad brains. with the exception of a few mad brains, num for dividend, indicating a market value speedy and less expensive route to and from in the region of the canal—but what unhestatingly say, that the idea of paying the full amount of interest upon our whole debt after the total sum available this half-year for interest upon our whole debt after the total sum available this half-year for interest upon our whole debt after the total sum available this half-year for interest and dividends will be about £2,000,000, the expiration of ten years, which would exceed \$700,000 annually, including the school of the country at 20 years' purchase, a sum debt, is too preposterous to be entertained for of £80,000,000. But, as many of the lines der the new arrangements entered into between the legislature and the company havtween the legislature and the company having control of this work, we infer from recent greatly reduced, nothing will be accomplishestimate, while some are in course of construction and not open for traffic, it may be The Delaware State Journal of Tuesday, near the truth to say that at the commenceenterprizing and business men, and with the says: "A new steamboat was launched from ment of 1845 we start with a national propresent organization, S. Merrill, Esq., presi-the ship yard of Messrs. Harris, on Thursday perty in railways worth not less than £100,-dent, we have every confidence that the work afternoon; she slid into her proper element 000,000.—Railway Chronicle.

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reat North of England		22114	650,000	3.679.343	7,272,539					75 138			wsbury.		400,0
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stear NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  ustralian Trust Company eneral hteam Navigation  t Western Steam Pa  tehropolitan Wood Pav  tehropolita	and Selby  and Minor Selby  10,000 1 10,000 1 10,000 1 15,000 1 10,900 1 14,93 5 3,200 5 5,3 2 10 15,000 10 4,000 5 3,000 1 4,000 5	203 1, see 11az 112 1. of A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	062,500  acous.  nount 1  paid. 11  10  18  14  00  6  1  50  40   7  7  50	Div. p.c. I pp or aim. I 10 2 2 2 2 10 10 3 10 3 10 3 10 10 10 10 10 10 10 10 10 10 10 10 10	Green   Prescrice   Prescric	ent	NAME O  ghborou nmouths thon Moo rsey and celesfield th yents or opshire. neeset co fford an ewsbury urbridge outh ansea eern & V	F COMPANY gh. cire. wbray Irwell. l. Loncon I Worcester	Y	50 100	Paris:  Am't, of share  1421 100 100 100 100 100 100 125 150 140 125 140 125 140 125 140 126 140 126 140 126 140 126 140 126 140 126 140 126 140 126 140 126 140 126 140 126 140 126 140 126 145	and Orland Ro  Amount paid.  1424 100 100 100 100 100 125 150 140 125 150 100 126 126 126	Div. p.c.   per aun.   70   10   10   10   21   17   30   21   6   71   25   12   14   19   15   51   15   51   15   15   15	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30	1,600, ,440, Pre- pr- 160 117 15 365 120 123 480 230 360
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Itwell. Itwe	r	50 100  Num. of shares.  70 2,409 250 500 3,000 217 1,786 21,418 500 500 300 200 533 3,762 2,600 8,149 1,000 980  Water 4,800 4,433	Paris  Am't. of share  1422 100 100 100 100 100 100 125 140 125 140 125 145 140 191 100 100 Work 263 100	and Orland Ro  Amount paid.  142½ 100 100 100 100 100 125 150 140 125 150 160 26½ 100 100 100 100 100 100 100 100 100 10	Div. p.c.   per aun   70   10   10   10   21   17   6   71   25   12   14   19   15   51   65   81   81   8   8	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30 495 10 167 122 -	1,600, ,440, Pre: pri 160 117 15 365 120 123 480 230 360 240 30 10
armouth and Norwich ork and N. Mid. and Leeds  Stear  NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot Inti Dry Ro	and Selby  and Minor Selby  and Minor Selby  10,000 1 10,000 1 15,000 1 10,000 1 15,000 1 14,93 5 3,200 5 15,000 10 4,000 5 1,500 10 Cana 1,432,11 720,10 3,000 11 4,000 16 500 10 4,000 16 500 10 4,000 16 500 10 4,000 16	208 1, scellar 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	062,500  16018- 10018- 11018- 135 14006 61 15000 60 60 60 60 60 60 60 60 60 60 60 60	Div. p.c.   1   proper aum.   1   1   1   1   1   1   1   1   1	Greek   Prescrice   Prescric	ent	name of sphoroun mouths then Moorsey and celesfield the control of sphire. The control of sphire control of sphire cansea. The condwate ansea. The condwate ansea of sphire cansea of sphire can be condwate ansea. The condwate ansea of sphire can be condwate ansea. The condwate can be condwate ansea of sphire can be condwate and sphire can be condwate and sphire can be condwate and sphire can be condwated by the condwate can be condwated by the condwate can be condwated by the co	F COMPANY gh. cire. wbray Irwell. Loncon I Worcester Why & Rail Mersey d Medway, nd Napton n. n. tion.	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 100  Num. of shares.  70 2,409 250 3,000 3,000 217 1,766 21,418 500 600 300 200 500 3,762 2,600 9,100 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,000 9,0	Paris  Am't of share  142‡ 100 100 100 100 100 100 100 125 150 150 160 160 160 160 160 160 160 160 160 16	and Orland Ro  Amount paid.  142\(\frac{1}{2}\) 100 100 100 100 100 125 125 150 140 125 150 100 26\(\frac{1}{2}\) 19\(\frac{1}{2}\) 100 100 100 100 26\(\frac{1}{2}\) 100 100 100 100 100 26\(\frac{1}{2}\) 100 100 100 100 100 100 100 100 100 10	Div. p.c.   Div.	Last price. 1140 160 117 15 365 505 25 120 230 360 240 30 495 10 1677 122 128	1,600, ,440, Pre: pri 160 117 15 365 120 123 480 230 360 240 30 10
armouth and Norwich ork and N. Mid. and Leeds  Stear  NAME OF COMPANY. Inglo Mexican Mint unti Dry Rot. ustralian Trust Company ieneral hteam Navigation it Western Steam Pa Ietropolitan Wood Pav. atent Elastic Pav. eninsular and Oriental bitto colytechnic Institution eversionary Int. Soc Mail Steam Packet outh Western Steam hip Owners' Towing hip Owners' Towing whip Owners' Towing iniversity College shby de la Zouch arnsley irmingham, 1-16 share o. and Liverpool Junction oventry comford erby	and Selby  and Min  shares.  10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 1,493 5 3,200 5 5,3 \$\times\$ 10 15,000 10 4,000 5 1,500 10 Cana 1,432 11 720 10 3,000 11 4,000 16 500 10 4,000 16 500 10 4,000 16 500 10 600	20s 1, 20	062,500  1cous. 10 181 35 14 00 6 1 50 40 000 60 5 71 50 00 18v. 000 79 00 00 do. do.	10 2 10 10 10 10 10 10 10 10 10 10 10 10 10	Columbia	ent   Lou   Mel	NAME O  ghborou  ghborou  mouths  tton Moo  rsey and  celesfield  tth  ford  cond  cents or  opshire.  nerset ce  fford and  ewshury  urbridge  outhwate  ansea  vent and I  ames an  arwick a  arwick a  minghan  st Londo  und Juno  w River	F COMPANY gh. cire. wbray Irwell. l. Loncon Why & Rail Mersey d Medway, nd Birming nd Napton n. L. B. Ann	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 100  Num. of shares.  70 2,409 250 500) 3,000 1,786 21,418 500 800 900 533 3,762 2,600 8,149 -,000 900 4,433 5,500 1,500	Paris  Am't, of share  142‡ 100 100 100 100 100 100 100 125 125 150 140 125 150 100 263 50 194 100 Work  25 100 av.	and Orland Ro  Amount paid.  142\frac{1}{100} 100 100 100 100 125 150 140 125 150 100 26\frac{1}{1} 50 19\frac{1}{1} 100 100 100 26\frac{1}{1} 100 26\frac{1}{1} 100 25 100 41 23	Div. p.c.   per ann   To   10   10   2½   17   30   2½   6   7½   25   12   14   19   15   5½   65   10½   8½   8   7½   2½   2½   10½   8½   8   7½   2½   2½   2½   10½   8½   8   7½   2½   2½   2½   10½   8   10½   8   10½   8   10½   8   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½   10½	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30 495 10 167 122  28 223 88	1,600,  ,440,   Pre-   pri   160   117   15   365   120   123   480   230   360   240   30   10   10   10   10   10   10   1
armouth and Norwich ork and N. Mid. and Leeds  Stear  NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot  Lustralian Trust Company ieneral hteam Navigation it Western Steam Pa.  Metropolitan Wood Pav. atent Elastic Pav.  Lernipsular and Oriental  Oitto  Olytephnic Institution  Leversionary Int. Soc  L. Mail Steam Packet  outh Western Steam  hip Owners' Towing  Thames Tunnel  University College  Ashby de la Zouch  iarnsley  iship de la Zouch  coventry  coventry  coventry  loreby  lerewash	and Selby  and Missianes. si 10,000 1 10,000 1 20,000 1 15,000 10 1,493 5 3,200 5 15,000 10 4,000 2 3,000 1 4,000 2 1,500 10 Cana 1,432 11 720 10 3,000 11 4,000 16 500 10 469 600 231	20s 1, see Harring 10 10 10 10 10 10 10 10 10 10 10 10 10	062,500  1cous. 1cous. 1cous. 1cous. 1sount 1 1si 35 14 100 6 1 100 6 5 7 1 50 00 1cous. 1cou	10 2 10 10 10 10 10 10 10 10 10 10 10 10 10	Green   Gree	ent   Lou   Mel   Maa   Nexa   Shr   Shr   Star   S	NAME O  ghboroun  inmouths  ton Moorsey and  colesfielt  tth  ord  construct  construct  gents or  opshire.  nerset oc  fford and  ewsbury  urbridge  oudwate  ansea  rern & Vern & Vern &  ames an  arwick a  arwick a  minghar  st Londo  and Juna  w River  nchester	F COMPANY gh. cire. wbray Irwell. Loncon I Worcester Why & Rail Mersey d Medway, nd Napton n. n. tion.	rl Av.	50 100  Num. of shares.  70 2,409 250 500 3,000 3,000 1,786 21,418 500 500 500 3,762 2,600 8,149 2,000 9,149 2,600 4,433 5,500 1,500 6,486	Paris  Am't, of share  142‡ 100 100 100 100 100 100 100 125 145 145 150 100 263 50 19‡ 100 100 av. av.	and Orland Ro  Amount paid.  142\(\frac{1}{4}\) 100 100 100 100 100 100 100 125 150 140 125 150 145 150 100 26\(\frac{1}{4}\) 50 19\(\frac{1}{4}\) 100 100 41 2-3 30	Div. p.c.   per aun   70   10   10   2½   17   30   2½   6   7½   25   12   14   19   15   5½   65   8½   8   7½   2½   8   8   8   8   8   8   8   8   8	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30 495 10 167 122 128 223 88 223 88 57	1,600, ,440, Pre- pri 160 117 15 365 120 123 480 230 360 240 30 10
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Loncon l Worcester Why & Rail Mersey. d Medway. nd Birming nd Napton. L. B. Ann. L. B. Ann. t. S. Londor lesex	r	50 100  Num. of shares.  70 2,409 250 500) 3,000 247 1,786 21,418 500 500 300 900 533 3,762 2,600 8,149 980 Water 4,800 1,500 6,486 1,000 8,294 Do	Paris  Am't. of share  1422 100 100 100 100 100 100 100 100 100 1	and Orland Ro  Amount paid.  142½ 100 100 100 100 100 125 150 140 125 150 100 26½ 50 19½ 100 100 41 2-3 30 100	Div. p.c.   per ann   70   10   10   10   2½   17   30   25   12   14   19   15   5½   65   10½   8½   8½   5   6½   6½   6   6½   10   10   10   10   10   10   10   1	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30 495 10 167 122  28 28 57 55 196	(40,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,   440,
armouth and Norwich ork and N. Mid. and Leeds  Stear  NAME OF COMPANY. Inglo Mexican Mint Inti Dry Rot.  ustralian Trust Company eneral hteam Navigation t Western Steam Pa.  Idropolitan Wood Pav. atent Elastic Pav. eninsular and Oriental bitto. olytechnic Institution eversionary Int. Soc Mail Steam Packet. outh Western Steam hip Owners' Towing hames Tunnel niversity College shby de la Zouch arnsley irmingham, 1-16 share o. and LiverpoolJunction oventry romford verby rewash. orth and Clyde rand Junction rand Surrey loucester and Rerkley	and Selby  and Min  shares.  10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 10,000 1 11,493 5 3,200 5 15,000 10 4,000 5 1,500 10 4,000 16 500 10 4,000 16 500 10 4,000 16 500 10 11,600 10 15,500 10 15,000 11 1,500 10 15,500 10 15,000 11 1,500 10 15,000 11 1,500 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10	201 1 28 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	062,500  100 1181 35 14 00 6 1 150 00 6 5 71 50 00 00 00 00 00 00 00 00 00 00 00 00	167,500    167,500   167,500   1   1   1   1   1   1   1   1   1   1	Green   Gree	ent	name of special stand June w River uxhall, lest Midden impercial and with and June w River uxhall, and June w River uxhall, and I set Midden impercial and W River names and June w River uxhall, and I set Midden impercial and W River namerial and I was a minghant to and June w River namerial and June w River uxhall, and I was a Midden impercial and W River and I was Midden impercial and W River and W Ri	F COMPANY gh. cire. wbray Irwell. l Worcester Why & Rail Mersey d Medway, nd Birming nd Napton L. B. Ann. and Salford t. S. Londor lesex	r	50 100  Num. of shares.  70 2,409 250 500) 3,000 247 1,786 21,418 500 500 300 900 533 3,762 2,600 8,149 980 Water 4,800 1,500 6,486 1,000 8,294 Do	Paris  Am't. of share  1422 100 100 100 100 100 100 100 100 100 1	and Orland Ro  Amount paid.  142‡ 100 100 100 100 100 125 150 140 125 150 140 125 140 142 145 150 100 100 100 100 100 100 100 100 10	Div. p.c.   per ann   70   10   10   12   17   30   2   6   6   7   2   14   19   15   5   1   6   5   1   6   5   1   6   6   6   6   6   6   6   6   6	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30 495 10 167 122 128 223 88 57 555 126	1,600,  ,440,   Pret   160   117   15   365   120   123   480   230   360   240   30   10   10   10   10   10   10   1
armouth and Norwich ork and N. Mid. and Leeds  Stear  NAME OF COMPANY. Inglo Mexican Mint nti Dry Rot. ustralian Trust Company eneral hteam Navigation t Western Steam Pa. letropolitan Wood Pav. eninsular and Oriental itto. orient Elastic Pav. eninsular and Oriental itto. orient Elastic Pav. eninsular and Oriental itto. oriental inity of the steam Packet outh Western Steam. hip Owners' Towing. hames Tunnel niversity College  shby de la Zouch arnsley irmingham, 1-16 share o. and LiverpoolJunction oventry. romford erby. rewash orth and Clyde rand Junction. rand Surrey. loucester and Rerkley rantham	and Selby  and Mile  and Mile  and Mile  and Mile  shares.  10,000  10,000  10,000  11,493  3,200  5,300  10,000  11,493  3,200  5,300  10,000  11,493  3,000  11,500  10,000  11,500  10,000  11,500  10,000  11,500  10,000  11,500  10,000  11,500  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000	201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1 201 1	062,500  reous.  mount I paid. I 10  1181 335 14 00 66 1 50 00 60 571 50 00 do. do. do. do. do. 50	10 10 10 10 10 10 10 10 10 10 10 10 10 1	676,644	ent   Lou   Men   Man   Men	pl 55,75%  NAME O  Ighboroun  Igh	F COMPANY gh cire wbray Irwell l. Loncon l Worcester Why & Rail Mersey. d Medway. nd Birming nd Napton. L. B. Ann. L. B. Ann. t. S. Londor lesex	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 100  Num. of shares.  70 2,409 250 500) 3,000 1,786 21,418 500 800 900 533 3,762 2,600 8,149 2,000 900 4,433 5,500 6,486 1,005 1,005	Paris  Am't. of share  142‡ 100 100 100 100 100 100 100 125 125 150 140 125 150 140 125 150 100 26½ 100 av. av. av. av. sto. sto.	and Orland Ro  Amount paid.  142\(\frac{1}{4}\) 100 100 100 100 100 125 150 140 145 150 100 125 150 100 100 100 100 100 100 100 100 10	Div. p.c.   Div.	Last price. 1140 160 117 15 365 505 25 120 123 180 230 360 240 30 495 10 167 122 - 28 223 88 57 55 126	1,600,  ,440,   Pre-   160   117   15   365   120   123   480   230   360   240   30   10   57   55   127

				D CAN	ALS, E	ETC.				
Length in mile	Cost.			Income	1Expend	The .	State Cana	ils are all 4 f	eet deep, and	the locks
35	1,524,967		- Dapone			The	e six mill	ions naid	to the canal	fund tr
:) 21				24,61	14,443	auctio	on and sa	h duties a	are not incl	uded in
. 61				116,73	1	estima	ate of cos	t. The C	enesee vall	ev and
197				99 12	15.060	Black	river car	nals requir	re large sui	ns for th
. 8					3.951	is muc	ch greate	than the	which and	oss inco
. 363	12,618,852	1,880,316				of the	se canals	when fin	ished. The	e sums
	3,739,000		1			quired	to comp	lete these t	wo canals a	re \$2.00
	50.000			19,61	15,557	000 ar	nd \$600,9	990, makin	g their total	cost wh
38					98 500	naishe	20,553	OJJ and	2.109,000; a	n expen
. 25					5.386	he libe	eral ) of	n esiimate k39 000 an	d S14 000 re	enective
. 60				109,278	22,870	The	total rec	ainte from	the works	Danne
						vania	for 1843	were \$1.0	019.491 : for	1844 5
93	69,276		• • • • • • •	449 996	205 000	1 /17	6, and the	cost abou	it 30 million	S.
36				170 781	138 915	The	receipts	for 1844 w	ere as follo	ws:
. 39				110,101	100,.113	Canal	tells,	-	-	578,4
. 130				351,102	248,943	Maiiro	ad tolls,		-	252,8 319,5
. 195						Truck	e power,			13,4
173				101.949	5.7 433	of whi	reh Shall	by is from	III8 miles	frailro
56			1		4 130	and S	578,494 fi	rom 559 m	iles of cana	1.
85				.77.814	22.44	The	canalso	f Ohio an	e sunnorted	hy a n
. 105				12.723	14.741	perty t	ax of 5	mills on t	he dollar.	There
. 35				12m6m14	1	lans m	iles of car	nal in the	State, which	vielded
. 91	1,627,318			29,385	15,027	1813 S	54 /1.023,	and in 18	594 \$515,598	s, the co
. 331					113,210	'44 ov	er '43 is 6	nly \$43.7	though t	he wear
91					1 490	haser	hibited a	oneater in	ncrease thro	nghout
. 31	255 015	7 254			2.929	countr	y than ev	er before l	known.	
	11.000,000					The				s vield
						incom				
	10,000,000					The	central i	railroad vi	elds above	per ce
. 110	1,842,308	149,987	75,960	60 341	20,000	and is	me only	is able to	tand alone	canai
<u>ښ</u>	~~~~	~~~	~~~	~~	~~	~~~	~~~	~~~		
in	Cost.	Income	ne	r In	come.	per	of	. 1	REMARKS.	
				- Gress						
	400.000							4		
	1.000,000									
							tin			he partic
	12,370,470	47,637				-				N:
13	300,000					1				
	3.500.000	79,795 10:	2221	190.69	120 624					
			. 11	.1	1 1	1		The enlars	rement of the	e Schu
							kil	l canal ha	s been comr	nenced.
10	200 000		• • • • • • • • • • • • • • • • • • • •					The Morn	s canal was	lately s
10	2 900,000	99 693 55	2 207				of	its cost	on, about on	the nan
40	300,000	33,023 30	,021	- 1			tha	t it is to b	e enlarged.	Weha
	2.900,000						sec	en no repor	rt, nor heard	of the
80	2,000,000					11	po	intment of	any engine	er.
101	1,000,000						28	11		
					1		1			
Length	No. of Locka	e Length of	ize of loc	ks Depth on	Width o	f canal.	Estimate.	Expended	184	3.
miles.	locks. In leet							Sept. 1843		Expense 1,1
28	31 398						3,916,972	2,400,012	04,000	1
1	-	-			1 1					
1					45					
-1-2		-								
. 2	2 7	200	45	9	50	90				
. 4			45	9	50	90	672,498	973		
. 3-4	1 31-	2 200	45	9	50	90				
	7 48				100					
0111-4					80					9,0
0 1-2	5 ,41 1-	200	43	3		120			25,200	2,0
. 12	57  525	-				1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
. 66	9 74	120	24	6	36	60	200,000	440,000	1,409	1,0
		~~~			104	<b></b>	Div.   Val	ine l	~~~	~~~
·~~	in	1	1843.	1.D v. 1	1844					
Length miles R. rd. Car	Cost	. In	come.	per	Incom			€ 1	REMARKS	
Length miles	nals. Cost	Gross	Nett.	per cent.	Incom	e.	per o	ck.	REMARK	
Length miles R. rd. Car	Cost 2,800,	. In	Nett.	per cent.	Incom	e.	per cent. sto	ck.	REMARKS	
	Length in miles. 25	Length Cost. 1,524,967 237,000 64 1,251,604 681,600 1,2618,852 120 3,739,000 156,777 363 12,618,852 120 3,739,000 . 38 565,437 . 25	Length Cost. Income. 184 10,000,000 10,000,00	Length 1,524,967 1,000me. 1,000,000 1,000,00	Length Cost. 1st3 Income. Expend. Income. 1st3 1st 1st	Length in miles Cost				

		I I comment	- AMI	ERICAN				2319	100		14	10		SAL	
	(RAILROADS.	Length	Cost.	Loans	Number	on	Inc	843. ome.	Div.	Inc	44. ome.	Div.	lous	Week	ending ruary.
		miles.		debts.	shares.	share	Gross.	Nett.	cent.	Gross.	Nett.	cent	. prices	Shares	Price
Me.	1 Portland, Saco and Portsmonth		1,200,000)			89,997	47,166	7	124,497	74,841		981		
N. H.	2 Concord.	35	750,000)				60 400		399 101	00 401				
Mass.	3 Boston and Maine		1,485,461				178,745	144,000	8	316,909	86,401		110		
66 -	5 Boston and Providence	41						110 823	6	282,701			107		3 120
88	6 Boston and Worcester		2,914,078	3			404.141	162,000	6		195,163		117		1171
96	7 Berkshire	. 21	250,000	not stated				17,500	7	17,737					
33	8 Charlestown branch		280,260						13	34,654	13,971	51	81		
66	9 Eastern.		2,388,631				279,563	140,595	6	337,238	227,920	8	1081		1071
1	10 Fitchburg	50	1,150,000	just opn'd						42,759	26,835		115}	1.	118
	11 Hartford and Springfield	14 1-2	132,852				91.070		9	94,588	34,944	10	120		
23	13 New Bedford and Taunton	20	430.969				50 671	24,000		64,998			120		
86	14 Norwich and Worcester	59	2.170.360	not stated		1	162.336	24.871		230,674			721	5,492	
8.6	15 Taunton branch	11	250,000					20,000	8	96,687	20,000	8	118		
66	16 West Stockbridge.	.: 3	41,516					204 402		****		4			
	17 Western, (117 miles in Mass.,)		7,686,202	1,686,202	30,000	109	573,882	284,432	• • • •	753,753	439,679	3	99		991
	18 Worcester branch to Milbury 19 Hartford and New Haven		8,431					1	1				1.00		1
11	20 Housatonic (19 months)		1 244 123							150 000			371	225	200
86	20 Housatonic, (19 months,) 21 Stonington, (year ending 1st Sept.,).	. 48	2,600,000				113.889			154,724	79.845		431	4,195	
N. Y.	22 Attica and Buffalo	. 31 1-2	268,275				45,896	7,522						4,133	
188	23 Auburn and Rochester	. 78	1,244,123 2,600,000 268,275 1,727,361				189,693	112,000					107		
66	24 Auburn and Syracuse	. 26	743,931 200,000 5,000,000				86,291	27,331							116
66	25 Buffalo and Niagara	. 22	5 000,000		1,500	1331			• • • •				100		
	26 Erie, (446 miles,)	. 53	3,000,000			• • • •		48 000	• • • •				307	320	30
66	27 Erie, opened	26						40,000						1 000	****
66	29 Hudson and Berkshire	. 20	3,200,000										1.	1,825	70‡
88	30 Long Island.	95	1.884,640	392,340	29.846	59				153,456	70.043		791	8,815	78
66	30 Long Island	. 1634	1,030,949				69,948	58,780		84,306	40,000		66	975	
66	32 Fonnawanda	. 43	600,000				76 997								
14	33 Troy and Greenbush	. 6	180,000												
-	34 Troy and Saratoga	. 25					44,325	21,000	• • • •	,					
	35 Troy and Schenectady	20 1-2	200,000		• • • • • • •		28,043	3 000	1						
84	37 Utica and Schenectady	. 78	300,000 2,124,013		• • • • • • •		977 164	180 000	9	•••••			191		::::
66	38 Utica and Syracuse	53	1.080.219				163 701	72,000					119		1291 1151
N. 1.	39 Camden and Amboy	. 61	1,080,219 3,200,000				682,832	383,880					110	20	110
36	40 Elizabethtown and Somerville	. 26	1.500.000												110
1.	11 Morris and Essex														
86	42 New Jersey	. 34	2,000,000			• • • •		• • • • • • •	• • • •					100	94 851
Pa.	A Reaver Meadow	16 26	1 000 000								• • • • • •	6	85	25	851
	14 Beaver Meadow	46	1,000,000 1,250,000				• • • • • • •					• • • •			
66	16 Franklin	. 10 1-2											,		1
86	16 Franklin	* 36	860,000										30		
66	18 Hazleton branch	* 10	120,000												
66	9 Little Schuylkill	. 29	900,000			• • • •									
100	50 Lykens Valley	. 16 1-2													
11	52 Minebill and Schuylkill Haven	+ 18	315,000				• • • • • • •		12			• • • •	:::		
66	3 Norristown	. 20	800,000									• • • •	144		140
66	Philadelphia and Trenton	* 30	400.000								-		105	3	6
45	55 Pottsville and Danville	90 1 0	1,500,000	. 4		1							100		
66	56 Reading.	. 91	9,457,570	7,447,570	40,200	50				597.613	343 511		50	820	48
24	Schuylkill valley	* 10	1,000,000												
	58 Williamsport and Elmira 59 Philadelphia and Baltimore	25					20,000	200 000	• • • • •			• • • •			
Del.	60 Frenchtown	16					43,043	200,000		• • • • • • •	210,000	• • • •	43	6,282	42
Md.	60 Frenchtown	.1188	7.623 600				575,235	279.402		358 620	346 046		40.		
**	62 Baltimore and Susquehanna	.1 58	3,000,000										481		481
44	63 Baltimore and Washington	. 38	1,800,000				177,227	71,691		212.129	104 529		84		
Va.	64 Greensville and Roaroke														
16	65 Petersburg and Roanoke	* 60							1		/	. 3			
10	66 Portsmouth and Roanoke	. 78 1-2	1,200,000	• • • • • • • •				• • • • • • •	••••			• • • •			
66 16	68 Richmond and Petersburg.	* 22 1-2										• • • •			
66 18	69 Winchester and Potomac	* 39	500,000									• • • •			
. [C.]	70 Raleigh and Gaston	* 84 1-9	1,360,000										• • • • • •		
	71 Wilmington and Raleigh	* 161	1,800,000												• • • •
C.	72 South Carolina.	136	5,299,224		34,410	75					- 1	8			• • • •
a.	3 Columbia						201.464	77.456		398 495	180 704		55		
18 3	4 Central	190	2,581,723				227.5.521	93.1901							
la.	6 Tuscumbia	46	2,000,000				248,026	158,207		248.0961	147.523				
Cv.	77 Lexington and Ohio	140	500 000			1						• • • •			
hio	78 Little Miami	40	450,000							•••••	• • • • • •	••••			
65	8 Little Miami 9 Mad river	40	400,000										7	• • • • • • •	
	Minimoreville and Sandusky	115											/		• • • •
DOM IC	Il Detroit and Pontiac	25					1					/			
icii.	Eric and Falance											- /			
. 5	3 Erie and Kalamazoo	22	150.000								}	/			
nd.	32 Erie and Kalamazoo	33	152 (NR)									/			

each week and of the corresponding week of last year to be regularly sent to us.

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, March 6, 1845.

NEW YORK AND ALBANY RAILROAD.

This project has been kept alive for some years by a few spirited individuals, who, with much trouble and some loss of time and money, have preserved a most valuable charter, always holding themselves in readiness to surrender it into the hands of any asso. ciation of gentlemen, whose influence, character and wealth were adequate to the successful accomplishment of this great and-to the city of New Yorkunrivalled undertaking. It is with the liveliest satisfaction we announce that, a few days since, a num_ ber of gentlemen, whose ability to carry through the project is beyond all doubt, obtained, from the persevering individuals, above alluded to, the charter, rights, surveys, etc., of the New York and Albany railroad company, for \$50,000. These latter gentlemen have secured their object, the construction of the work, and the new association have now in their hands, at a cost of little more than three hundred dollars per mile, a charter, and a mass of information, to acquire which, would have cost them at least the sum paid and the loss of an entire season. Those unacquainted with these subjects will be surprised to learn the large expenditures incurred for such purposes. In their report of 7th October, 1843, Messrs. Allen and Brown, the then president and vice president, of the New York and Erie railroad company state the expenses under the head of " miscellaneous," salaries of officers, clerkship, printing, legal expenses etc., \$230,366 93, just five hundred dollars per mile, besides engineering, \$331,318 79. On the Western railroad, the Croton aqueduct, and numerous other works, large expenditures were also incurred for similar purposes, and necessarily so, for we desire to draw no invidious comparisons, but merely to show that the new company start with the immense advantages of an admirable charter and of very extensive surveys, together with a variety of information, at the very small cost of \$50,000.

Having stated the facts, we will conclude with the hope, that this noble undertaking will be viewed as a great work of civil engineering; that it will not fall into the hands of a set of politicians or stock jobbers; that it will be regarded by the community as a permanent investment, and, lastly, that the distinguished gentlemen, under whose direction it is to be constructed, will not be unmindful that the Empire State boasts not to this day of a single railway of the first order in this country, far less in England.

We particularly request statements of the traffic of LONG ISLAND AND NORWICH AND WORCESTER HALL-

Again, we know that \$2,500,000 is a moderate esing and renewing; hence a gross income of \$\$00,- well. 000 from the road alone is required to divide 6 per cent., when the stock will of course be at par for investments. This estimate does not include steamers to cross the sound.

also numerous, and uniformly lower than those of the Pertinax. Long Island road, though by their statement to the legislature of Massachusetts their condition is far superior to that of the latter work. With an expenditure of \$2,170,366 they have an income of \$230,674. netting \$99,464, besides paying \$50,798 interest on debts and loans-in fact clearing \$150,000, very nearly seven per cent., yet only three per cent. were divided, and on 1st of March the stock sold for 71. With a less favorable statement the stock of the Western railroad has risen to par, and, unless they fear the loss of the New York travel, we are as much puzzled to account for the low price of this stock as for the high price of the stock of the Long Island railroad. At the same time, it is possible that the prices give their true relative values. The cost of running both these roads is given much below that in Massachusetts, per track per mile, about \$1,500, and we know of no reason for crediting the directors and engineers of either with skill, character or acquirements superior to those of the best works in that State. Allowing \$100,000 per annum for expenses, there would still remain \$130,000 for dividends, just 6 per cent. for the year 1844. If the reports of these companies are entitled to any confidence we can only say to speculators "de gustibus," etc.

We tender our thanks to P. P. F. Degrand, Esq., of Boston, for the reports of the Massachusetts railways, from which we have completed our table for 1814. We shall of course give such extracts as may be important, and may perhaps draw from them some views of interest to our readers.

The remarks in Herapath's article, in another page, will be found amusing. They can find out to the actual state of the old ones.

We had expected to give our readers some account of Coleman's mode of ascending inclined planes by locomotives, with the opinions of the numerous scientific gentlemen who have examined it, but shall expect it next week,

We owe a heavy debt of gratitude to the press generally for the very flattering manner in which During the last month more than 25,000 shares they have been pleased to notice our labors, and for out of 30,000 the total number of shares of the Long an excellent list of exchanges. It would be unfair Island railroad have been sold at prices varying from not to mention the Philadelphia press, which has 76 to 80, and closing on 1st March at 78. It is not been in both respects particularly generous. We do probable that many shares have been purchased for not presume to claim the slightest notice of the value investment, the only transactions in which we take of the Journal, but wherever the subject of railways any interest; still it may not be altogether uscless to is important we must think that we are entitled to examine the actual value of the stock with the scan-the courtesy of an exchange, yet the only points of ty information vouchsafed to us by the directors. If which we have any reason to complain, are the very the road were entirely free from debt, finished and ones where railways are the leading topic of the day. fully equipped for its business in freight and passen- We allude to Boston, Albany and Montreal. The gers, it it had for some years regularly paid 5 per St. Catharine's Journal is our only exchange from cent, to the stockholders from a trade furnished by the the province of Canada, though they are obliged to Island, and therefore free from competition, having refer to the pages of the Journal, when they attempt at the same time a fair reserve to meet contingencies to discuss their general policy with reference to puband renewals of road and machinery, the stock would lie works. Again, in Albany, at this very time, they then be worth about 80 as an investment. To a cer- are in want of the information in late numbers, in tain its present value each reader must trust to his order to fully understand the present most anomalous own fancy.

Candition of affairs in this State, We are sorry that while engaged in earnest and frequently able discustimate of the cost of such a road complete with a sin-sions on their own railways, they should feel so utgle track; we also know that \$150,000 per annum is terly indifferent to the success of the great cause a reasonable estimate of the cost of running, repair-throughout the Union, and unwillingly bid them fare-

Sir John Rennie has been appointed president of the institution of civil engineers, in place of Jas. Walker, Esq., resigned. Herapath has a savage attack on Mr. Walker, who, we should suppose, did The sales of Norwich and Worcester shares are not neglect the admonition of his countryman, Sir

> "The State canals of Pennsylvania will be opened on the 10th of March, at which time also, the water will be let into the Tide Water canal."—Phila. Inq.

> Were the Williamsport and Elmira railroad comleted, the southern counties would receive their supply of spring goods five or six weeks earlier than by the Erie canal, and the income of the State works of Pennsylvania would be greatly increased.

WESTERN RAILROAD.-Receipts for the ng February 22: 1815. 1814. Passengers, \$5.652 \$3,906 7,026 Freight, etc., 5,522 Total. \$12,678 \$9,428

MINERILL AND SCHUYLKILL HAVEN RAILROAD. The following is the amount of coal transported over his road, for the week ending on Wednesday eve-6,196 02 ing last:

Per last report, 28,622 03 31,818:05 Potal,

THE COAL TRADE. - Sent by railroad up to Thurs day evening last.—Miners' Journa'.
Schuylkill Haven, 6.677 01 1,899.06 Pottsville.

8.576 07 Per last report, 42,338,22 50 914 29

In the legislature of New York they are acually discussing the propriety of restricting the Mohawk and Hudson and Troy roads from carrying freight during the summer! The next step will be include the N. York and Erie, Harlem and Long land railways, and the "system" may be completed by preventing all the railways in the State from carying passengers during the season of navigation.

We affect to pity the Hindoo who worships the little about new projects; we are kept in the dark as magnificent Ganges, but, when we see men of some education, and not withoutpretensions to respectabijity publicly prostrating themselves before this muddy divinity, " four by forty, with slopes two to one," we are overwhelmed with disgust and mortification.

> From all we near, the "Loper" is likely to supercede the "Ericsson" or. Emerson" propeller

STATE WORKS OF NEW YORK.

The income and expenses of the canals for 1844 will be found in our table of State works. We have also given the original cost, without the deficiencies, as heretofore. The comptroller gives the following summary view:

"The annual interest on \$30,461,303 84, the cost of all the State canals, and the enlargement of the Eric canal, at 51 per cent., State debt, is,

The nett revenue from all the State canals for the year ending 30th Sept., 1814, after deducting the cost of collection of tolls and of the

Excess of revenue over 51 per cent. on the cost of canals, \$128,396 80

canals of about six per cent. per annum. This favorable result is produced mainly by the revenue of the Erie canal, which yields \$2,154,234 79, while all the other canals produce only \$243,990 81.

"The preceding estimate does not include Chenango canal the ascertained loss to the treasury of \$3,515,-700, on account of loans of State stock to railroad corporations. If this sum be added to the cost of our system of internal improve- the amount allowed for breaches of contract ment, it shows a total outlay of \$33,977, under the suspension law of 1842. 003 84. The annual interest paid from the lowances of this character are as follows: treasury on account of these loans to insol- On the Erie canal enlargement, \$204,858 87 vent railroads, is \$191,986 50."

The total debt. "direct and contingent," is \$28,068,413 26. Of the "contingent liabilities," \$1,650,000 may be pronounced safe, which, together with the "Astor stock," etc., Ithaca and Owego railroad company, \$200, suspension law of 1842." 000 to the Catskill, and \$3,000,000 to the unjust. The comptroller says,

"At the time the suspension law passed men continued to pursue the course which all possible expedition.

public works of more than three millions of public opinion having changed, the compttoldollars, which has since been paid, and now ler and his friends have of course followed, forms a portion of the stock debt. shows that these works were carried forward in a manner so loose and improvident, that, with a corps of engineers costing the State a hundred and forty thousand dollars per year, it could not be ascertained during the session of 1842 within a million and a-half of dolwhich is the average interest on the present lars of the sum due contractors and others, - \$1,675,371 71 although two separate calls were made, with this object solely in view.

April, 1842.

"The following statement shows in the maintenance of the canals, is 1,803,768 51 first column the estimate given in that report of the amount unpaid for work done at that time; and in the second column is given the sums actually paid for arrearages to contrac-"This shows that the entire canal system tors and others, to the close of the last fiscal of the State pays interest on the cost of the year, viz: year, viz:

Estimate of Am't actually paid Erie canal enlargement.\$370,036 00 \$1,576,772 84 181,233 73 Chemung canal 192,267 00 195,225 33 Black river canal..... 116,189 00 Genesee valley canal.... 213,712 00 574,452 96 12,495 41 Oncida river improvement 10.415 32

\$802,207 00 \$2,550,595 59

"These sums are wholly unconnected with The al-

623 32 Black river, 152,836 74 Genesce valley,

8361,813 59

"If this sum be added to the amount of b ing deducted, leaves the present actual debt the sum paid for land damages, about \$450, ment will guarantee another loan, is at least on account of public works, \$21,289,605 58. 000, it shows a total of \$3,362,409 18 paid doubtful, but we think that the British Ame-Of this sum, \$315,700 were loaned to the on the public works since the passage of the rican land company will subscribe liberally

This is very ungenerous on the part of the have subscribed £20,000 to any route. Erie company, in all \$3,515,700 leaving the comptroller; without such a "corps of engic mal debt \$20,713,903. (The debt includes neers," he and his firiends could never have in the vicinity of the different routes, and, \$70,000 loaned to the T oga company, which foisted on the people the enlargement of the though strongly advocating the peculiar adis perhaps safe). The canals yield on their Eric, and the construction of the Genesee, vantages of their favorite lines, they still more present actual debt about 81 per cent. Be-Black river and Chenango canals, on which strongly urge the construction of the work sides paying interest on the canal debt and \$20.332,819 have been expended, exclusive on some line. The newspapers also are filled on loans to "insolvent railroads," at the rate of interest; which, in fact, forms the present with accounts of spirited meetings, and useof 54 per cent, the canals yielded a surplus canal debt. Without such a "corps of engi-ful and, in some cases, well drawn up statisof \$275,854 in 1844, but, as \$300,000 of the neers," their vain and imbecile, yet rash optics. An extract from a communication, not revenue of the canals is appropriated by law ponents, and successors would never have intended for the public eye, will convey a to aid in defraying the prdinary expenses of adopted, and prosecuted to extremities, the good idea of the feeling with which this government, and as considerable sums of the crude, useless and extravagant projects, in-great project is viewed. capital are becoming payable, it is clear that troduced, authorized and commenced by those taxation on the whole State, or an increased now in authority in this State. These engi-the talk here, and we are acting as well as charge to those who benefit, by the canals neers had been trained to obey the orders, talking; we do not intend to listen to any must be resorted to, in order to meet the lia-and even to consult the wishes of the com-doubts about it. The road we must and will bilities of the State. The former course was missioners, and one of the principal ones was have. The survey is already commenced in preferred, and we have already given our complimented by Col. Young for his remark- good earnest; the surveyor is now here, hareasons for pronouncing it both impolitic and ably "close shooting" in an estimate; for the ving commenced at Concord, and is taking a

there was an unliquidated debt against the had given satisfaction for many years, but and, because economy is popular, are now as much in favor of retrenchment as they were, a few years since, anxious to incur the greatest possible expenditures. It is the comptroller who has changed, not the engineers.

We have here some more of the "beauties of government engineering," and another lesson to the people to retire as quickly as pos-"The second call before referred to (Ass. sible from the construction of public works, doc. No. 173,) was answered on the 8th of leaving all such matters to private enterprize which alone possesses the means, skill and integrity indispensable to success.

ST. LAWRENCE AND ATLANTIC RAILROAD.

This is the imposing name of the contemplated railway between Montreal and the Atlantic at Boston or Portland. We have, from the very first movements in this matter up to the present time, kept our readers aware of the various efforts made to insure the construction of this work at an early period. It is generally believed, that a favorable charter will be obtained from the Canadian parliament, now in session, and some are even so sanguine as to rely on pecuniary aid from the province. Of the probability of this we know nothing; but reasoning from experiencenot only there, but in the great States of New York, Pennsylvania and Ohio-we see little Oneida river improvement, 3,944 66 prospect of anything more than nominal aid from the colonial treasury, already supposed inadequate to the completion of the St. Lawarrearages before given, \$2,550,595 59, and rence canal. Whether the British governto a route which suits their interests. They

We have numerous letters from gentlemen

"And now about our railroad, which is all Chenango canal, we believe. These gentle- general view through, and will proceed with built for \$12,000 per mile, distance from Con- and New Haven railroad. In the summer, do. cord to Sanbomton bridge 17 miles. The she has in addition the present route via the more expensive than the other. From this rican port. over good ground; a portion of which has pervades the whole country, not excepting cord here, 27 miles, is about 230 feet. The spirit of private enterprise is awakened-it rest of the route, except the two or three miles would perhaps be more correct to say is crereferred to, is less. No do bt is entertained ated, for the province is indebted to the unby those best acquainted with the road, of its wearied exertions-not only disinterested, but establishment, in May, 1835. being the most favorable of any of its length made at great personal sacrifice-of an Ame-The route from Haverhill to Derby line, in sole specimen of a canal or railway con-Vermont, has been surveyed for a railroad, structed by private enterprize. and found to present no insurmountable ob-Hampshire.

point at which to start from the seaboard for railways, and the right to use those we have. Montreal. The people at Montreal have This last feature is not yet introduced into to an impossibility, to obtain anything like a their business in Boston, and that is the place Canada, though by offering a quicker, cheaper correct knowledge of a great number of them, to which they wish to go; and if they go to and uninterrupted communication between Portland they then must go to Boston. The Montreal and the ocean, the St. Lawrence argument that Portland is a little nearer Montreal than Boston is, will amount to no the shipping interest at that port. For, with being discovered of a serious delusive charthing. There is no probability, I think, that a drawback on goods sent to Canada, freights acter. It was, therefore, thought desirable, the British steamers will come into Portland, from Liverpool to Montreal will be less via that Mr. Herapath should undertake, as far and if this does not take place, there is no in- Portland and the railway than via the gulf as in his power lay, the duty of instituting a ducement to go to Portland, and the route of St Lawrence. Again, allow a drawback, that way to Boston will be greater than this. and all Upper Canada will receive their sup-But more anon."

Portland. In favor of the latter port, it is urged, that the road will be about one hunvia Portland, than via Concord, the favorite of the St. Lawrence and Atlantic railroad, is line in Boston. The great advantages of to be seriously considered and-accomplished. Boston in its wealth, business, railways, Atlantic steamers, etc., are known to all. Then again, there is the line up the Connecticut, uniting Boston and New Haven with Canada, for we understand that all three lines come However, as the system appears to be some- as in obtaining fair access to the facts. Where very nearly together towards he head of that what fashionable with our brother editors, inquiry was most required, there in general

"I do not believe that Portland is the pecially the agricultural-in the extension of and Atlantic railroad will necessarily injure plies via New York, where the present Mon-These are two great rival routes, the one treal importers will at once establish houses. Montreal, and the St. Lawrence canal its

> The editor of Herapath's Journal thus commences the new year:

The construction of a line up the perhaps it would not be amiss to remark that appeared the greatest disinclination to admit

mences at Concord, thence to Sanbomton valley of the Connecticut we consider tolera-it is our intention to spare no exertion, nor to bridge on the Winnisepisiogee river, about 31 bly certain; it will join the Western railroad waive any principle of honesty in the future, miles from its junction with the Merrimack, at Springfield, and will bring in New York very favorable ground for a road. The engineer thinks this part of the route may be well of the north, by means of the New York built for \$12,000 per mile distance from Constant.

"It is now bordering on ten years since route then follows up the Winnisepisiogce to Hudson and lake Champlain. Among them this Journal was established, the first (by a this place, 10 miles. No difficulty in this all, Montreal stands a good chance of being priority of about two years) of any of this this place, 10 miles. No difficulty in this all, Montreal stands a good chance of being class of periodicals in existence, devoted to the part of the route, it will probably be a little accommodated with a railroad to some Amesubject of railways. We do not wish for a moment to make a boast of age, but surely, it follows the river to the outlet of the lake, The most remarkable and gratifying fea- if there be any merit in long tried services, Thence to Plymouth, 16 miles, ture in these proceedings, is the spirit which that at least is due to us. As a rumor has been attempted to be put in circulation with a view to injure the reputation of the Journal, been surveyed for a canal. Thence to Haver- Lower Canada itself. It is only a few months to the effect that a party, whose name is hill, 30 miles, without any serious obstacles since it was first spoken of, and it has already known to the public as a partizan of particuin the way. For two or three miles on the created a greater sensation in Canada than lar railways, is connected with this Journal, last part of the route it is said the grade will all their public works put together during the it may be as well to mention, that the rumor be 40 feet to the mile. The rise from Con- last ten years. We flatter ourselves that the is about as well founded, as that which sometime ago gave out that the steeple of St. Paul's was toppling over; the Journal is now, and likely to remain, in the same hands as those which conducted it within a few months of its

"The past year has been so prolific in which has been built in the United States. rican gentleman, long resident there, for its bringing forth schemes for new railways, that it has been a difficult matter indeed, to keep pace with them. And when it is considered that the brains of a host of projectors have The situation of things there bears a strong been actively at work, to produce as many stacle, though portions of this part of it will resemblance to our present condition in New schemes as their heated imaginations could probably be more expensive than any in New York. We have the government and the well depict, it may be readily understood that canals against the general interest-more es- to individual capacity, the task of following the productions of such an amount of collective labor was a pretty difficult and all absorbing one. In fact, it was found to be next without a personal inspection, the prospectuses furnishing in general, but cx parte statements, and in several of those pretty little painted pictures, called railway maps, errors personal inquiry into the soundness and prospects of the new undertakings, as much with the view of satisfying ourselves, as for the immediate information of the public. This duty has been in part accomplished, and as striking the Atlantic at Boston, the other at British shipping will then lose its freights to far as the inquiry has gone, we have every reason to feel satisfied with the results, and, trade to the upper province, coarse bulky artiit which we represent—are so too. The indred miles shorter, and that it is a better route cles perhaps excepted. The annexation of quiry has been attended with considerable exin an engineering point of view. It is even Canada by congress is a thing to be talked pense, but we have not he situated to make pesaid that it will be thirty miles less to Boston of and laughed at, but annexation by means cuniary sacrifice, for an object of so much importance to our readers, as correct information. The difficulties in the way of the inquiry, it was anticipated at the outset, would be great, but we did not at all imagine that they were of the formidable character they have turned out to be; these difficulties, how-"We think we need scarcely preface the ever, have consisted not so much in discriminew year with any introductory remarks. nating when fair investigation was allowed, officer coming suddenly down upon a parcel of the million of bushels of wheat carried value of which, we much fear, they will fulof illicit traders could not have been received in a more unwelcome spirit than was Mr. Herapath, by a few of the parties who figured as the promoters of new railways. Where for a friend informs us that the total consumpmatters have been honestly conducted there tion of New England is only 800,000 barrels. should be nothing to conceal. Of the few who have withheld the necessary information time will show, and that quickly, whether they have done so without an object; and whether the information respecting them, of the Western railroad. necessity indirectly ascertained, is unfounded. Although the rare incidents of this nature which have occurred are unpleasant, we think it will be discovered they are not of less value to the railway public than those of a more the Welland will pay interest and expenses; agreeable kind; nay, perhaps more so. Out as to the St. Lawrence canal there is no hope. of so many schemes, two hundred and fiftynine (see "Journal" for Dec. 14th, p. 1,503.) it may be of more importance to learn which among them are faulty, than what are the merits and features of those that are sound. However, whichever way the balance be, past our comprehension. All Upper Canada Mr. Herapath has labored in both, and on will be supplied from New York from six the whole, we cannot but express our gratification of the results obtained.

" Mr, Herapath will, should nothing of an unforseen nature intervene to prevent him, proceed in the course of a few weeks to Dub to point out to Mr. Neal, that he is injuring lin, to make experiments on the Dalkey line and further investigate the atmospheric system.

"Stirring and many important events in the railway world have marked the past year; we hope shortly to be enabled to give some review of them.

"This, the first month of the new year, we expect will be crowded with meetings, preparatory to the next session, as well as to relieve, in some measure, the business of those which usually take place at a later period, in February and March, when parliament pared with arrangements that will enable us to supply our subscribers with the first and best of information.

" With these few observations we bid adieu we know it will unfold.

ATLANTIC AND ST. LAWRENCE RAILROAD.

Mr. John Neal, in one of his interesting letters on the Montreal railroad, has confounded the "duty" with the "toll" on wheat. American wheat going to England, via the St. Lawrence, pays a duty of three shillings sterling per quarter to the province; it is then admitted into England on paying the almost fess that, after our numerous articles and nonominal duty of one shilling; so that the to- tices of the Montreal railroad during the last tal duty on American wheat via the St. Law- three or four months, we did not expect to be rence is only four shillings per quarter, or twelve cents per bushel, of which nine cents route not in this State. We repeat that, by go into the provincial, and three cents into the promising everything, the Portland project imperial treasury. (The duty on potatoes imported into this country, is ten cents per bushel; and on wheat twenty-five cents per bushel; still vast quantities of the former are he will sink it in the estimation of all those who imported from England, France and the understand that work and the western trade.

into Boston annually. By Boston we meant ly appreciate when too late. New England, but even here we were wrong, Had we known this earlier, it would have modified our remarks in the last Journal on the smallness of the flour trade to Boston via

Our ideas on the subject of the public works of Canada are well known to our readers. We believe it will be some time before even the Welland will pay interest and expenses; How Mr. Neal expects to rival the route, via the Hudson and Oswego to Upper Canada, by the railroad to Montreal and thence by the St. Lawrence canals to lake Ontario, is to eight weeks earlier than the opening of the St. Lawrence between Kingston and Montreal. In saying this we merely wish his cause by overrating its advantages, than which, nothing is more dangerous to a new project. The great advantage of the Portland route is that it is the shortest; this is an advantage of the utmost importance, and if the difference actually be 100 miles, as has been stated, then will it be hard indeed for Boston to compete with that route for the trade of Montreal. We would also inform Mr. Neal that such assertions as "it is admitted will have met. We hope to be fully pre by the Railroad Journal, of New York," etc., will do us no harm and his cause no good. All those who have given attention to these subjects for any length of time, know that to the old year, and greet the new, with energies prepared to meet the abundance of labor to point out the vast advantages of the contemplated Great Western railroad, and we will cheerfully accept any better statement of the benefits to be conferred on the western trade by the Welland canal than is to be found in our Journal some years back. If this be the New York, and not the American Railroad Journal, then have we most lamentably failed in our main object; and we convery ingeniously quoted as adverse to any will be seriously injured, and that if he unundertake to connect its success in any way with the success of the St. Lawrence canal,

it in the manner requested. A custom house ed out an error in the Journal in speaking committee some very important advice, the

GREAT WESTERN RAILWAY OF CANADA.

We find in a late number of the Oswego Palladium an account of a meeting at Goderich-near the outlet of lake Huron, we believe-to again draw public attention to this great project. The peculiar advantages of a railroad connecting lakes Erie and Huron, or St. Clair formed the subject of a paper in this Journal a few years ago. Since that time, however, the board of works has been established, and, acting in conformity with the fixed usage here among similar bodies, has commenced a course of similar engineering: that is, they in every way discourage all attempts at private enterprize, and spend the money of the public on some job of their own, or on undertakings which their ignorance of the trade and resources of the country, as well as of the principles of engineering necessarily turn into failures. Now, when the money of the province is pretty nearly gone, we find the people of Canada east and west suddenly seized with the railway fever in the very depth of winter. We are glad to see this, even at this late hour, because it will ultimately lead to the true course to success.

It has always appeared strange to us, that the government, or some leading men in the province, did not, and indeed do not now, bring this project to the attention of British capitalists. It is entirely free from all the objections to being in any way dependent on the good faith of government, or on legislation, beyond the mere charter: it must command at once, and forever, an immense business, for its natural advantages render competition impracticable. The magnitude of the undertaking also is not such as to present insuperable difficulties, though the amount required would still be large; perhaps not less than the estimated cost of the Welland canal, about four millions of dollars for a continuous line from Hamilton to Detroit. The meeting referred to of course look to a termination on lake Huron, and a branch from some convenient point-perhaps London-would not only accommodate the business of the country, but also a large number of passengers for the north-west, and a great amount of freight in both directions. Indeed we are not sure that flour cannot be delivered at Oswego or Kingston from lake Huron via Goderich and Hamilton, quite as cheaply as via the St. Clair river and lake, the Detroit river, lake Erie and the Welland canal. As regards time, the valuable spring trade, and facility of navigation, there can be no comparison; generally neighboring provinces!) Mr. Neal has point- Besides this, however, we gave the Portland speaking, goods would reach Chicago and

route to the west.

NEW YORK AND ERIE RAILROAD.

In another page will be found an account of a meeting at Buffalo, at which the New cessary to secure a good route to this city by vania in favor of their legislature granting the company permission to locate parts of their railway in that State. Its importance is very generally admitted here, though there appears little desire to subscribe to any extent. We regret, however, to observe, that Mr. Baker, in his report to the canal commissioners, makes some statements which say very little for the regard of the company for their duty to the State, to the shareholders, or to the responsible and respectable position in which they are placed. According to Mr. Baker's view of the case, they are throwing away all the advantages conferred on them by the State, by neglecting certain provisions, which neglect places them entirely at the mercy of the legislature, besides giving twofold energy to their numerous enemies. It is lamentable also to see such communications as appeared lately in one of the principal morning papers, obviously by authority, for Expended for new engines and cars.. the views there presented are followed up in Total..... several subsequent editorial articles, in more production contains a violent attack on the Miners' Journal, for the article given at length in our last from that well conducted paper, on the petition of the company to the legislature of Pennsylvania. Whether that article warrants anything of the sort, our readers must determine for themselves; also, whether or not we answered it in the right spirit. These may appear trivial circumstances to some, but it becomes a company, which has load of odium to work off, to be careful in cially of those whose established character as follows:

produce thence would reach Oswego before and superior ability renders their-the com- For transportation of passengers 154,944 54 the opening of the Erie or Welland canals. pany's-supposed invective and sarcasm ut-These are, it appears to us, the leading ad-terly harmless. The report of 1841 con vantages of a railway to lake Huron, but for tained some passages very similar to many the great American thoroughfare, the shortest in the article above alluded to. A careful line to Detroit is the only one. It will make perusal-indeed a study of the reports of the a nearly direct line from Boston to Chicago, Western and Worcester railroad corporations, and, as we understand that it goes through engaged in an actual controversy, would be the best part of the Province, it will have a of service; an adoption of the calm and diglarge Canadian way business, in addition to nified style of the report of Messrs. Allen the vast income it must derive from the Ame- and Brown would aid the efforts of the comrican "through travel" which awaits, and pany with the legislature and with the eduwill continue to await the opening of the best cated classes of the community, on whom they, after all, must depend.

TENTH ANNUAL REPORT OF THE BOSTON AND MAINE RAILROAD.

Since the last annual report, the Boston York and Erie railroad was spoken of as ne- and Maine railroad, and the Maine, New Hampshire and Massachusetts railroad corthe wholesome competition which it would poration have been united by the acceptance excite. In the Carbondale Mirror we notice of the various acts passed for that purpose by the legislatures of Maine, Massachusetts and also the petition of inhabitants of Pennsyl-New Hampshire, on the part of the stock

holders of the two corporations.		
The total amount of the capital stock of the Boston and Maine railroad paid in on Nov. 30, 1844, including the capital stock of the Maine, New Hampshire and Massachusetts rail- road corporation, now united with	,	
the Boston and Maine railroad	\$1,240,441	-
Of this sum there has been received		
during the year ending Nov. 30th, 1844	102,929	(
Received from sale of land	60	(
Amount refunded to the corporation,	1	
under the contract for rails	1,641	1
Total	\$104,630	1
Amount expended for the construction		
of the road in Massachusetts	505,907	7
Amount expended for the construction		
of the road in New Hampshire	798,616	7
Amount expended for the construction	05 100	
of the road in Maine	65,182	1
Cost of engines and cars	115,754	-
Total	1,485,460	5
Of these amounts there has been ex-	4.1	
pended in Massachusetts during the	~ 222	
past year	7,253	3
Expended during the same period in	12,107	2
New Hampshire	1 598	6
Do. do. do. Maine	1,528	

have been as follows:

Repairs of road in New Hampshire	4,310
" Massachusetts	4,951
" engines and cars	16,010
Fuel, oil, salaries and miscellaneous ex-	1
penses	43,106
Amount paid to the Boston and	
Lowell railroad company 39,911 36	
Amount paid to the Portland,	3
Saco and Portsmouth rail-	
road company 13,055 55	
Amount paid to the Concord	
railroad company 262 47-	-53,229
Balance of interest	9,414
State tax and other taxes	5,375

provoking the hostility of any-more espe-year ending November 30, 1844, has been her good speed, we should give credit to all

	" merchandize Miscellaneous receipts Total	70,670 1
	Miscellaneous receipts	7,486 3
1-	Total	233,101 0
1	A dividend of three and a half dollars	39,708 0
,	per share has been declared, payable January 1, 1845, amounting to	46,693 50
e	Total.	86,401 50
	The number of miles run by l	ocomotive
	engines over the Boston and Main	e railroad
0	during the same period of time,	
-	lows:	101
-	Passenger trains	132,30
n	Merchandize trains	35,79
	Total	168 096
	In addition to the above the tra	ins of this
	corporation have run over the B	osion and
0	Lowell railroad, drawn by their loo	
	as follows:	20111011110
	Passenger trains	,420 miles
-	Total	,259 miles
9		1 "
v		-
d	nection with the trains of that com-	
-	pany 47	,728 miles

STEAM BOAT LOPER.

This little steamer, destined for the trade of the Dismal Swamp canal, in North Carolina, made an experimental trip yesterday, previous to her final departure for the scene of her usefulness. That this experimental 76 trip was in the highest degree satisfactory to both her owners and constructors, the follow-00 ing record of her performance will suffice.

The "Loper" left the navy yard shears at 16 13 minutes before 1 o'clock, and was abreast of fort Mifflin, a distance of eight miles, by government survey, at 7 minutes before 2 76 P. M.; and this too against a heavy head wind and the flood tide.

After rounding to, and passing abreast of the fort at 1½ minutes of 2 P. M., she arrived 31 at the shears at 20 minutes before 3 o'clock.

Taking into consideration that this was but an experimental trip, with new machinery, propellers, etc., we cannot but assert that in every respect it is a great performance; one, 53 too, calculated to reflect credit upon all con-1,528 80 cerned. To say that sixteen miles were accomplished by an ordinary propeller canal 37,757 89 boat, with and against a Delaware flood tide. The other expenditures of the corporation in 106 minutes, is no mean praise. Need we reputable style, of course. This unfortunate during the year ending November 30, 1844, say more than that the machinery, hull, etc., are from Merrick and Towne, and that her 31 propellers are those of Captain Loper, to account for the successful result of the trial of 51 the boat to which we allude.

This result adds another to the many proofs previously recorded, that the Loper propeller will of necessity make its way among those requiring the means of propelling boats for transportation on rivers and canals.

The engine of the boat to which we allude 38 is of the manufacture of Messrs. Merrick and Towne, of Southwark. Their name alee not merely a character to establish, but a large Total. 137,036 14 have work of the kind. We would not thus The income of the corporation during the have spoken of this boat, but that in bidding concerned in her construction.—U. S. Gaz. EXPL SION OF A LOCOMOTIVE EN-made by the lightning in the sides of the fire-box sengers, for Folkestone, and returned to Boulogne, GINE BOILER, IN AMERICA.

Dr. Lardner's Report on the cause of the Ex-Esq., F.R.S., F.R.A.S., &c.

report by Dr. Lardner on the cause of the accident. to be the case .- Herapath's Journal. The results are in several particulars extremely similar to those of the late accident on the Dover Railway, though the cause appears to be dissimilar in the two cases.

ces attending the supply of water, the perfect action of the safety valves, and other circumstances started again at 10, with a great number of pasthe Lake country." dent; but he found sufficient evidence of the perfect action of the engine in every particular. After a lengthened inquiry into all the causes which could produce the result, he arrived at the conclusion that the lightning flash had suddenly heated the boiler to a high temperature, and that steam of immense elasticity was instantaneously generated, which had thus burst the boiler and produced the effects described.

This conclusion of Dr. Lardner's does not appear to me to be warranted by the facts; and I shall offer a few observations on the subject.

Adam Smith has quaintly described a philosopher to be a man whose business is to do nothing and to speculate on every thing. Nevertheless these speculations are extremely useful, except when they tend to satisfy inquiries by false reasoning. They hen retard the progress of science by diverting the mind from the real track of discovery by substituting ingenious reasoning for practical deductions. Of this character appears to be the explanation so often given of the explosion of steam boilers, ascribing it to the sudden generation of steam of immense elas-ticity by overheated metallic surfaces. No facts have ever proved the correctness of this theory; and many cogent reasons can be adduced against it. In the present case, however, the facts appear directly opposed to this explanation; while a very sufficient explanation can be otherwise given.

The mechanical force of the lightning was sufficient after it had spent its fury on the ening parts of the engine were bent and broken in every direction; while the holes in the fire box, with the edges turned inwards, clearly shew the place where the lightning entered. That the place where the lightning entered. That the lightning rent the crown of the fire box from the sides, is the obvious conclusion; and if this were done, the reaction of the steam of the ordinary elasticity used in locomptive boilers would act like a rocker, and be quite sufficient to carry away the boiler in the manner described, as the result of many boiler explosions has already proved. Dr. Lardner grounds his opinion upon the clear evidence of the action of steam, in the effect produced; but we do not require the pres-ence of steam of greater density than that of ordi ary locomotive engines, provided the rent made in the fire-box were sufficiently large to produce all the effects which are described. The absence of all appearance of the metal being overheated, which Dr. Lardner has described, is also against the theory he has propounded; while the mechanical disruption of the fire-box, by the passage of the lightning from the outer to the inner case, is what might be expected to arise from the reculiar construction of that part in so violent a shock as occurred in the present instance. The additional vent given to the steam through the three large holes

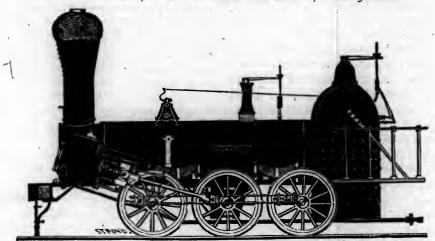
is also an additional reason against the supposi- for the second time, at 3, having crossed the tion of the rupturebeing caused by pressure of Channel four times in twelve hours, four out of steam; while it is also prohable that had the which were spent in port at Folkestone or plosion, with Remarks, by Charles Hood, rupture of the fire-box been produced by this Boulogne. action of the lightning, the rupture would have The account of an explosion of a locomotive taken place immediately at the part weakened engine while wo king on a railway in Pennsyl- by the three large holes already described, instead vania, has lately been published, together with a of at the crown of the fire-box as was found

French, on opening the French Chambers, a-Baltimore Railroad, the road to the Lakes Dr. Lardner investigated all the circumstanteross, and was back again at Boulogne by 7, would be an object of trade requiring a rapid and

The Pittsburgh Gazette says that a bill has passed the lower House of the Ohio Legislature. reviving and amending the Act to incorporate the " Cleveland and Pittsburgh Railroad Company," and adds-

NORRIS, LOCOMOTIVE WORKS,

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	lo inc	hes Dia	meter o	f Cylinder	r. X	20	inches	Stroke
66	2,	14	44	44	ii		24	26	66
66	3,	141	64	**	66		20	66	"
66	4,	121	. "	4:	66		20	44	66
66	5,	11.5	"	66	44		20	13	66
"	6,	10 ½	"	44		×	18	G	• 66

With Wheels of any dimensions, with their Patent Arrangement for Variable Expr n ion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Beam

Beam

Section

TP

KITE'S PATENT SAFETY BEAM.

Safety

Safety

CLAN

ELEVATION

MESSES. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of ears from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some eircumstances attending the case,) had passed several miles in advance of the place where the accident oceurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

GEORGE CRAIG, Superintendant, W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY Length of Road, 33 96-100 miles. Capital, \$2,000,000. CROBERT SCHUYLER, Esq., Vice President. J. WORTHINGTON, Esq., Treasurer.

John S. Darcy, Esq., President. J. P. Jackson, Esq., Secretary.

Leave New York, font of	DAILY		SUND	AY.
	A. M.			
For Newark	9, 11, 12 9, 11	2, 3, 43-4, 6, 71-2	9	43-4
" Rahway	9, 11	3, 434, 6,	!	
Leave Brunswick	9′	3, 4 3-4		
	6, 71-2, 111-2 63-4, 7, 81-4, 12			
Elizabethtown	7, 71-2, 81-2, 101-2, 12	3 1-2, 5		
For New York.	71-2, 81-4, 9, 11	11.2, 4, 51-2, 7, 93-4	11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

-1	New	York.	Nev	Newark. Elizabethtown.			Rah	way.	N. Brunswi		
			Miles.								
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50	
Newark Elizabethtown	9 1-4	25			51-2	12 1-2	10 1-2	25	22 1-2	50	
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50	
Kahway	19 3-4	31 1-4	10 1-2	25	5	12 1.2		-	11 3.4	37 1.0	
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2			

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of ma-chinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed. - REFERENCES

Boston, { Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, "
Win. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the

above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 21 Broad st., N. York.

PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for rallroad purposes, and wherever used, its quality has been approved of wherever used, its quality has been approved of, The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address
j JOAN F. WINSLOW, Agent

5a3 Albany Iron and Nail Works, Troy, N

LONG ISLAND RAHLROAD COMPANY. LONG ISLAND RAILHOAD COMPANY.
Trains run as follows, commencing November 1st, 1844:
Leave Brooklynat 8, a. m. 174 New York side)—Boston Train—for Greenport, daily. Sundays excepted, stopping at Farmingdale and St. George's Manor.
Leave Brooklyn at 9, a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, threight be Greenport and intermediate places.
Leave Brooklyn at 4, p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Buston Train, at 1, 7, m. of on the arrival of the steamers, daily, sundays excepted, stopping at St. George's Manor and Farmingdale.

Leave Greenport at 9½, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7, a. m. and 1½, p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at 9½, a. m.

Leave Brooklyn at 43, p. m. for Jamsica. Leave Brooklyn at 24, p. m. for Brooklyn. Leave Jamaica at 8, a. m. for Brooklyn. Leave Jamaica at 31, p. m. for Brooklyn.

Leave Jamaica at Ca, p. m. for Brooklyn.

BOSTON AND PROVIDENCE RAILROAD.
PASSENGER NOTICE—Winter Arrangement.—To commence Monday, Nov. A, the Passenger Trains will run as follows:
For New York—Night Line, via Saund Steamers—Leave Boston at 4 P. M. on Tuesday, Thursday and Saunday.
For New York—Morning Line, via Long Island Raincoad—Leave Boston at 8 A. M. on Monday, Wednesday and Friday.
Boston, Providence, Tanuton, New Bedford and Way Trains.
Leave Boston at 8 A. M. and 32 P. M.;
A. M. and 32 P. M.;
Tanuton at 8 A. M. and 32 P. M.
New Bedfore, at 74 A. M. and 22 P. M.
Dedham Trains
Leave Boston at 9 A. M. 9 P. M. 4 P. M.
Dedham Trains
Leave Boston at 9 A. M., 40 P. M.
Dedham Trains
Leave Boston at 9 A. M., 42 P. M.
Dedham Trains
Leave Boston at 9 A. M., 42 P. M.
Dedham Trains
Leave Boston at 9 A. M., 42 P. M.
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Leave Boston at 9 A. M., 42 P. M.
Dedham Trains
Leave Boston at 9 A. M., 42 P. M.
Dedham Trains
Leave Boston at 9 A. M., 43 P. M.
All baggage is at the risk of the owners thereof.
WM RAYMOND LEE, Sup't.

WM RAYMOND LEE, Sup't.

FITCH BURG RALLROAD.

OPEN TO ACTON.

Passenger Trains will run as follows:
Leave Charlestown at 8 A. M. and 1 and 10 bi A. M., and 5 6 P. M.

Stagea, on the arrival of the first Train of Cara at Acton, leave daily (Sundays excepted) for Littleton, Groton, Townsend, Lineaburg, Fitchburg, Ashburnham, Winchcoton, Westminster, South Gardner, Templeton, Flullipston, Athol, Mass.; Fizwilliam, Troy, Swaisey, Keene, Walpole, Charlestown, N. H.; Chester, Windsor, Woodstock, Runland, Middlebury, Royalton, Montpelier, and Burlington, Vt. For further information, apply to THOMAS A STA-PLES, No. 36 Hanover st., or L. BIGELOW, No. 11 Elm st., Boston, Passengers leaving Heir makes at the above offices, will be supplied with Railroad and Stage tickets, and conveyed trible Faciburg Railroad Didot, free of charge.

Coaches will be at the Depth in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city, fal

TRAINS LEAVE		FOR	BY RAILROAD	DAYS.	A. M.	P. M.	MILES.	FAI
Boston	Portland			Daily,		21,	106	\$3 0
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oncord							76	2 (
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"	Greenpor		44	Tues., Thur. & Sat.,	91		95	2
**		e, (Saturd'y to Suffe	k) "	Daily,		4	26	
reenport		, (Boston train)		"		1	95	2 9
"	"	(accommodation de)	Mon., Wed. & Fri.,			95	2 9
icksville	16	& intermediate place	8	Daily,	7,	11	26	
cw York	Albany &	Boston via N. Ha		"	61,			. 5
***		wn		"	0 0	7.	53	
Iiddletown	New You	k		"	61,	31,	53	1
hiladelphia	Pottsville				9,		94	3
ottsville	Philadelp	hia		(6)	9		94	3
ew York	Newark.		N. J. railroad and trans. co.	"	9, 11, 12,	2, 3, 41, 6, 71	91	1
ewark	New You	k	[9 A. M. and 3 P. M., con			11, 4, 51, 7, 91,	91	1 5
. 46	66-			Sundays.	9,	41	91	
ew York	Newark.			,	114,	91	94	1 5
"	Elizabeth	town	connect with Somerville Rail	Daily,	9, 11,	2, 31, 41, 6,	141	
lizabethtown	New You	k) [road.]		7, 71, 81, 101, 12,	31, 5,	141	
ew York	Rahway.		N. J. railroad and trans. co.		9, 11,	3, 41, 6,	19‡	
	New You	k			6 , 7, 8 , 12,	41, 91,	191	
		nswick		"	9,	3, 41,	314	100
ew Brunswick	New You	k		"	$6, 7\frac{1}{2}, 11\frac{1}{2}, \ldots$	81,	311	
"	1 P			Sundays,	111,		311	
	New Bru	nswick	**		9,	41,	311	
hiladelphia		rk		Daily,	7,		91	3
ew York		phia			5½,		91	3
hiladelphia	Bristol.	hia	Philadelphia and Trenton,		9,		30	
ristol		phiae				4,	30	'
hiladelphia		phia			0,	4,	93 93	
altimore		ton		"	0,	8,	41	
Vashington		e			9,		41	2
altimore		and and inter, places			6,	-1		2
66	Frederic		Baitinole and Olio,		74,			
umberland		e	"				••••	
lancock	"				101,			
attinsburg	66		" "		1111,			
arper's Ferry.	46		" "					
rederick	16		66 66			2,		::
44	64			1	8,			::
licott's Mills.	"		66 66	Daily.	71, 12,	43,		
chmond	Petersbu	g	Richmond and Petersburg		101,	11		
tersburg		ď			51			
bany		ady		"	8,	51		::
			(1			31		92
					71,	2,		1
ratoga	Albany .		"		7,			1 ::
roy	Saratoga		Troy and Saratoga,					
ratoga	Troy		"			2,		::
uburn			Auburn and Rochester,		81,			::
ochester	Auburn.			1	8,			
"	Buffalo			86				::
uffalo								
unaio	I I - 11 -			44	9,	***		
alls	Buffalo			"		13		

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



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THE AMERICAN RAILROAD JOURNAL PATENT RAILROAD, SHIP AND BOAT is the only periodical having a general circulation persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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One square	66									 			2	50
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ENGINEERS and MACHINISTS. STILLMAN, ALLEN & Co. N. Y. JAS. P. ALLAIRE, N. Y. H. R. DUNHAM & Co. N. Y. WEST POINT FOUNDRY, N. Y. PHŒNIX FOUNDRY, N. Y. R. HOE & Co. N. Y.

J. F. WINSLOW, Albany Iron and Nail Works,
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TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adr.)

ANDREW MENEELY, West Troy. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, by executed. N. J. (See Adv) NORRIS, BROTHERS, Philadelphia, Pa. ROTHERS, Philadelphia, Pa.

KITE'S Patent Safety Beam. (See Adv.)

FRENCH & BAIRD, Philadelphia, Pa. [See Adv.]

BALDWIN & WHITNEY, Philadelphia, Pa.

JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE,

do.

NEWCASTLE MANUFACTURING COM-

pany, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron

Company SETH ADAMS, Engineer, South Boston, Mass. HINCKLEY & DRURY, Boston.

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IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.]
A. & G. RALSTON & Co. Philad. Pa. [See Adv.]
THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

Spikes. The Troy Iron and Nail Factory keeps throughout the Union, in which all matters connected wrought Spikes and Nails, from 3 to 10 inches, Railway Iron, flat bars, with countersunk holes and with public works can be brought to the notice of all manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent)

are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.
HENRY BURDEN, Agent.

HENRY BURDEN, Agint.

Spikes are kept for sale, at Factory Prices, by I.

& J. Townsend, Albany, and the principal from merchants in Albany and Troy; J. I. Brower, 222 Water
St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward their orders as early as practicable, as the substitute.

their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. | ja45

DATENT HAMMERED RAILROAD, \$HIP P and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this coun-try, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above criber way to had at factory with the state of th

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

TO RAILROAD COMPANIES AND MANufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs, Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

12th and Market sts., Philad., Pa. a45

RAILWAY IRON, LOCOMOTIVES, ETC.
The subscribers offer the following articles for

4.68 3.50 1.26

with spikes and splicing plates adapted thereo. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.
Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 51 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 21,

22.3, 3, 31, 31, 31, and 31 inches diameter.

Chains for inclined planes, sho t and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for Inclined planes, made from lew Zealand wax.

Also, Patent hemp cordage for inclined planes and

canal towing lines.

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in

England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO. No. 4 South Front st., Philad., Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small or-

ders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs, bores and bolts for ears.

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wallistreet, N. York.

TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev F. W. Geissenhahner, are prepared to grant licenses for the manufacture of Iron according to Mr. Crahe's principle.

A. & G. RALSTON & CO., 1245.

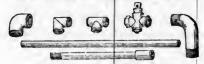
No. 4 Sout Fronth st., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to ½ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. Le, and other fixtures to suit, filting together, with screw joints, suitable for STEAM, VATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUE.



VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers,

furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc. 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

ries.

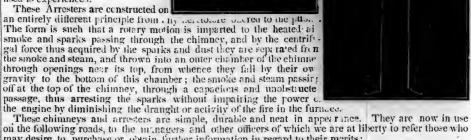
Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Tamadelphys.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48 Co., 106 State st., Boston, or to A. & G. RALSTON & Co., 106 State st., Boston, or to A. & G. RALST

FRENCH AND BAIRDS PATENT SPARK ARRESTER

TO THOSE INTERESTED IN Railroads, Railroad Directo. and Managers are respectfully inv ARRESTER, recently patented 1 the undersigned.

Our improved Spark Arrester have been extensively used during th last year on both passenger and freigi engines, and have been brought t such a state of perfection that no 21 noyance from sparks or dust from th chimney of engines on which they ar used is experience l.



MORRIS.

WORRIS.

PHILADELPHIA.

TO IRON MASTERS—FOR SALE—MILL

SITES in the immediate neighborhood of Butter to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Philadelphia, Reading and Railston, Lyroning Co. Pa. This is the nearest point to tide water where such coal and ore created and the communication is complete with Philadelphia and Bultimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 \text{ \$\text{ \$\

ter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, a large quantity in the straight bar is kept constantly on hand. Crank axels for locomotive engines, made from the best Pennsylvania iron. Straight axles for locomotives for outside connection engines. Frames for engines. Wrought iron work for steamboats, and shafting of any size. Cotton Screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for rail-road water stations. He refers to the following gentlemen:

Baldwin, Vail & Hufty, Philadelphia; Wm. Norler, N. York.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars, Driving and other wheels for Locomotives.

panies reconstructing their tracks now have an op-portunity of improving their roads on terms very ad-vantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

ICOLL'S PATENT SAFETY SWITCH k S. Bones, Augusta, Ga.; D. F. Guez, N. Orleans, cipal railroad Turnouts. This invention, for S. Bones, Augusta, Ga.; D. F. Guez, N. Orleans, cipal railroads in the country, effectually prevents William Parker, Boston, Mass.; George W. Schuy-

ja4c at a switch, left wrong by accident or design.

ING
It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.





MAINE RAILROAD EXTENSION COMPANY.

In conformity with the act of incorporation the stock has been fully subscribed for; and the and the tolls for the use of the main road, which company was duly organized by the choice of we do not doubt will prove advantageous to both directors. The survey and location were commenced in May, and the contracts for the graduation, masonry and superstructure concluded. The road commences at a point on the Boston and Maine Railroad in Wilmington, three-fourths of a mile east of Lubber Brook, passes near Wood-end village in Reading, through the westerly part of the village of South Reading, North Malden and Malden-thence over the marshes and across the Mystic river to Somerville-thence over the Middlesex Canal, crossing Charlestown Neck under the Medford turnpike road and, the Winter Hill road-thence over the marshes to the Back Bay in Charlestown-thence by a bridge west of the State Prison and across Charles River to Boston-thence between Haverhill and Canal streets to the public square at the head of those streets. The entire length of the railroad is 17; miles. Four miles of the track are laid, and the remainder of the road will be ready for the superstructure as soon as the season opens sufficiently in the spring to permit the laying of the rails.

The total amount of capital paid in up to De-. \$428,225 00 cember 1, 1844, was . . \$129 76 Other receipts,

\$428,354 76

88,750 84

Total.

Rails, chairs, &c., .

The expenditures up to December 1, 1844, have been as follows: \$5,421 71 Engineering, Land and land damage, .

Bridges from Boston to Somerville, . 223,062 40 and over the Mildlesex Canal 92.543 98 and Mystic River-Graduation, . 38.907 76 Fencing, 3.953 51

1.870 02 Sleepers. Balance of interest. . 275 35 Miscellaneous expenses, 917 07

> Total. . \$455,702 64

THIRTEENTH ANNUAL REPORT OF THE BOSTON AND PROVIDENCE RAILROAD CORPORATION.

The business of the road during the past year has yielded a considerable increase, in each branch of trade, compared with the three preceding years, without involving any increase in the expenditures, and future prospects in regard to receipts and expenditures are encouraging. The increase of receipts was principally derived from what is termed the local business of the road.

The Long Island Railroad, connecting the city of New York and Greenport, was open for travel in August last, and, in connection with the New England railroads terminating on Long Island Sound, affords a new line of communication between Boston and New York. It was deemed due to the public convenience to make such a connection with the Long Island and Stoning on Railroads as should render this line useful, by a prompt and uninterrupted passage between the two cities. Thus far, it has not commanded sufficient travel to remunerate this company for the expense incurred.

The trade on the Dedham Branch Railroad has continued to be satisfactory, and during the last summer warranted an increase in the number of trains. The passenger house, at the depot in Dedham, was enlarged last fall, to meet the wants of an increasing amount of travel.

In anticipation of the opening of the Stoughton Branch Railroad, which enters this road in Main Road, .

FIRST ANNUAL REPORT OF THE BOSTON AND Canton, fourteen miles from Boston, we have entered into an arrangement with that corporation in regard to operating the Branch Railroad, parties. For the accommodation of the pusi-ness of this branch road, we have constructed an engine house at the junction of the Decham Branch with the main road, and a store house in

> Preparations for the extension of a second track, from Roxbury to the Dedham Branch junction, a distance of eight and a half miles, have been made, and it is expected that it will be completed in May next. This portion of the road is more curved than any other, and being traversed by the Dedham trains in addition to those which run over the whole length of the road, requires the facilities and safety which a double track affords, to prevent accidents and

> During the past year the residue of the sleepers originally laid down have been replaced by new ones. The average duration of the sleepers, which were principally of white cedar, has heen between seven and eight years.

> As the durability of the iron rail has been a source of much speculation, we have taken pains to ascertain particularly the state of the rails on this road, and while they exhibit evidence of wear and tear arising from the action of the trains, we are happy to say that their general condition, taken in connection with the amount of renewals since the road was opened for travel in 1834, warrants the conclusion, that this important item of construction will never become one of serious expenditure; that a small annual appropriation will maintain the rails in good condition for all time; this opinion is sustained by the fact that in ten years of use to which the rails have been subjected, only 750 new rails, (about 2) per cent of the whole number), have been put into the track; a large proportion of this number were originally of inferior quality when laid down.

> The cars and engines are in the same condition as at the date of our last report, with exception of a small addition to the former.

> On the 31st ultimo we made a careful estimate of the present value of the cars, engines, and other personal property of the corporation, which had been charged to the account of construction, and have charged against such depreciation from the cost to income account, the sum of forty thousand dollars, and deducted the same from the cost of construction:

> The amount of capital paid in is \$1,860,000 00

The amount expended on account of construction during the past \$11,660 78

Amount previously charged, including second track from Boston to Roxbury, and Seekonk

Branch. 1,914,473 80

\$1,926,134 58

Deduct amount charged against depreciation of cars, engines and other personal property, from Jan. 1st, 1834, to Dec. 31st, 1844,

Present amount of construction account. . \$1,886,134 58 Income of the past year.

40,000 00 .

From Passengers,-. \$139,265 72

AL	163
Taunton Branch, . 32.012 27	
Dedham " . 18,379 52	
	\$189,657 51
From Merchandise,-	
Main road 74,955 46 Taunton Branch, . 11,345 79	
Taunton Branch, . 11,345 79	
Dedham Branch. 999 96	07 001 01
For temporatorion of mails offer	87,301 21
For transportation of mails, after deducting expense of carrying to	
and from post offices,	6,051 44
For rents, interest. &c.,	691 02
	957 05
	\$283,701 18
Expenditures during the year, ex-	
clusive of the amount charged to	
construction account, as before	
stated.	-
Repairs of railroad, including	
bridges, \$18,944 73	
Do. cars and engines, 19,969 17	1 0
Salaries, fuel, oil, and	
miscellaneous ex-	
penses, 62,702 66 Ferry at Providence	1.
to connect with Sto- nington Railroad, 6,400 00	7
Rent paid Boston and	
Providence Rail-	
road and Transpor-	1
tation Company in	
Rhode Island, for	1.
lease of their road,	
bridge and depot, 5,818 18	
	113,834 74
Net earnings,	\$169,866 44
Amount standing to the credit of	
Income Account, Dec. 31, 1844,	
\$156,108 62	
The amount of divi-	
dends during the	
year, 3 per cent. in	
January, \$55,800	
Do. in July, 55,800	111 600 00
Amount of deprecia-	111,600 00
tion on cars, en-	
gines, &c., as above	
stated, 40,000 00	-
stateu, 40,000 00	
Present amount of In-	
come Account, say	
on Jan. 1, 1845, 116,108 62	
The number of miles run by the Loc	amatina dam
ing the past year.	omotives aur-
Passenger trains,	. 102,764
Merchandise do.,	29,400
Gravel do.	5,328
	. 0,020
Total miles	137,492
a otta littles	101,100
INTH ANNUAL REPORT OF THE CI	HARLESTOWN
BRANCH RAILEOAD.	
The amount of capital stock paid i	n, is
pard I	\$250,000 00
amount expended at the date of th	
Report,	\$4,019 60
he amount expended during the	01,019 00
past year, and charged to the cos	
of the road, is	

Total cost of road and appurtenance, \$280,259 72 The receipts of the road for the past year, are

\$9,299 74

. 12,038 93

. 3,703 81

. 1,167 64

26,210 12

For construction of road and bridges,

" land and land dam-

" buildings, ...

ages, " road furniture,

164	AME	F
For transportation of passe	17	E
		D
" transportation of mer-		D
chandise, 2		D
Tent and imsechanies,		D
Less discount on freight,	799 43	_
	\$34,653 90	
The expenditures of the ro	all the past year, are	N
	1,545 16	N
" repairs of engine and	0 423 05	
" fuel, oil, salaries, wa-	2,471 85	
ges, and miscellaneous		Ir
	6,666 09	
mı	\$20,683 10	_
The number of miles run l during the year, is	by locomotive engines	D
With passenger trains	. 8,771	E
" passenger and merchan		-
dise together,	. 11,270	E
" merchandise trains,	5,930	
" miscellaneous, . Total,	27,926	D
Two dividends of profits		ע
of three per cent., and one		E
per cent. on the capital sta	dk.	
Thirty-five thousand on	e hundred and ninety-	E
one tons of ice were transp the year 1843, and forty-or	orted over the road in	
dred and thirty-eight tons	have been transported	
the past year.	are occurrence	
The manufacture of brick	son the line of the road,	
has been commenced on a	in extensive scale, af-	В
ording us a new item of fr	eight, which promises	
a large increase.		
NINTH ANNUAL REPORT	OF THE EASTERN	
RAILROAD C		S
The total expenditures for	the construction of the	_
road, its engines and o	ears, and property re-	S
maining on hand Dec.		N
During the year 1844 ha	\$2,388,631 33 s been	E
added · · ·	. 17,753 19	
Metal Dec. 01 10	\$2 400 004 50	Ir
Total Dec. 31, 184 A part of the property, va		
\$23.	29 50	T
has been disposed		
of this year, and		
additions and im-		th
provements made at the cost of . 5,	189 46	e
		bi
Diminishing the above es		P
ture	. 18,340 04	
And leaving it Dec. 31, 18	44 So 388 044 49	C
The receipts have been from		fr
tal stock, 18,000 shares a		A
\$1,800,		p
Loan of State scrip;	200	1
due in 1857, . 500,	000	
Due reserved fund and other ac-		ly
	044 48	n
	\$2,388,044 48	aı
The current receipts and		tv
out of the business, and she	wing the net earnings	tr
of the road for the year 1	844, together with in-	di
come from all other source tiou thereof, are shown in		0
statement:	the lollowing labular	b
Receipts from passengers,	\$293,762 32	be
Do. merchandise transport	ation, . 33,194 84	fe
Do from mail,	. 10,068 50	re
Do, incidental,	212 80	is
1	otal, \$237,238 46	

	_			_
Expenses for repairs of re	nad.		19,176	00
Do. engines and cars.	Jan, I		15,938	
Do. for oil for engines,		•	1,556	
Do. do. cars		•	705	
Do. for fuel for engines,	•	•	19.039	
Do. for miscellaneous—	all other	•	52,902	
Do. for infiscentaneous	an other	, .	02,002	20
	Total,	6	\$109,318	86
Net earnings,		-	3227,919	60
Net income from prope	orts: ron		92211013	00
&c., ,	sity, ieu	129	6,661	14
сс.,		•	0,001	1.4
		9	\$234,580	74
Interest on State scrip,			25,000	
interest on State serily	• •	•	20,000	00
			\$209,580	74
Dividend of profits to Jui	ne 30 18		p200,000	
3½ per cent.	10 00, 10	1.19		
Eastern Railroad, 18,00	O charge			
	\$63,000			
Eastern Railroad in N.	903,000	UU		
	10.00*			
H., 4825 shares, .	16,887	90	***	
Di ii i a a D	01.10		79,887	50
Dividend of profits to De	c. 31, 18	44,		
4 per cent.				
Eastern Railroad, 18,00	0 shares	,		
	\$72,000	00		
Eastern Railroad in N.				
H., 4825 shares, .	19,300	00		
	01.000		121 102	-0
	91,300	00	171.187	50
			\$38,393	94
Balance of profit and l	000 0000		\$00,000	~ 3
by amount sales of pro	oportu o	unt	,	
	openy o	yer	Ø0 244	57
valuation,	•	•	\$9,344	37
			Ö 12 222	
			\$47,737	
G 1 D 01 1111			39,310	130
Surplus Dec. 31, 1843,	•	-		
	•	-	A	_
Surplus Dec. 31, 1843, Surplus Dec. 31, 1844,			\$87,048	11
Surplus Dec. 31, 1844,	- :		\$87,048	
Surplus Dec. 31, 1844, Number of miles run,	:		204,96	2
Surplus Dec. 31, 1844, Number of miles run, Do. passengers,	:		204,96 544,99	2
Surplus Dec. 31, 1844, Number of miles run,			$204,96$ $544,99$ $53,\frac{3}{1000}$	2 4 cts.

31st Dec., 1844, amounts to 41,184 per cent. They have received in dividends, 38,432 per ct.

The reduction of the freight on Coal on he Pennsylvania Canals will, it is supposed, nable Pittsburg to supply Philadelphia with ituminous coal. The cost of the transortation will be about \$3 09 per ton.

This is "coming it rather strong." rom canal to railways, besides crossing the lleghany mountains, for 3 of a cent per ton er mile, is something new under the sun.

f the partners. s a chance that the Erie Canal will be en- and likely to be steady and progressive. \$237,238 46 larged throughout during the lifetime of This we consider mainly attributable to the

these-boats, and have had them so constructed as to fit the enlargement, with no other alteration than taking off the guards.—Journal of Commerce.

The New Packet Steamer Decatur .- We yesterday examined this new vessel. She was launched, a short time since, from the yard of Currier & Townsend, by whom the hull was built. She new lies at the wharf of Messrs John Wood & Son, by whom, together with John Porter, Esq., she is owned. She is to be propelled by "Bard's Patent Propellor,"—that is, two submerged paddles, revolving upon two cylinders of iron, just by the stern post, one on each side—the cylinders pass into the vessel, and connect insi te with the engine. Outside, therefore, the only machinery which is to be found, is the two paddles, and the two shafts or cylinders to which they are annexed; and these submerged, and close to the vessel, under the run. Mr. Bard, the patentee of these double propellers, is now a resident of Boston, we are informed, and formerly of Maine. His plan is said to be a great improvement on that of Hunter, and others. The iron work, engine and boiler, are all made, and to be put into working order, by Seth Adams & Co., of South Boston.

Besides the "Propellers," there will be fore and aft sails, rigged upon two masts, schooner fashion. There will be neither topsail nor bowsprit. The length of the Decatur is, on deck, 105 feet, with 22 feet beam. She is a handsome model, with clean run good bows, and flush decks, about 145 tons.

Yesterday, they were just getting the boil-er on board. It is a huge, iron, cylindrical chest, with furnace attached-massively fastened with clamps, rivets and bands, and weighs about ten tons.

This steamer is to ply, as a regular packet, between this port and Boston; and is to be handsomely fitted for passengers, as well as properly arranged for the carriage of freight .- Newburyport Herald.

FOREIGN EXTRACTS.

The Iron Trade, Railways and Ship Build-To ing.—It gives us sincere satisfaction to lay arry coal 400 miles with several changes before our readers a flattering account of the iron trade. Never do we remember a period when its prospects were brighter, or its improvement more decided. Our information from all quarters is gratifying, that from the north more particularly so. In Durham it Iron Freight Barges .- There have recent. value has been materially enhanced, and the y been built at the Archimedes works, foot trade in Newcastle has received such an imf Thirty-third street, six iron barges, which pulse, as to warrant us in holding out most re to form a daily line on the Hudson, be-sanguine hopes, both to owners of property, ween New York and Troy. They belong consumers and the mining operative populao the highly respectable house of Ide, Coit tion. And here let us observe, that we are c Co. of Troy, and were planned by one not easily captivated by a temporary fluctua-They are of 250 tons tion, nor deluded by an unsteady nervous imsurthen, 100 feet long on the keel, 171 feet provement, which might speedily relapse into eam, and 7 feet hold, with a guard of 2½ dulness, if not depression; but it is after a calm eet all round, and the arrangements in all and anxious reviewal of the trade that we deespects such as to afford the best possible liberately express our conviction that the precommodations. The owners think there sent improvement is based on solid grounds,

trade also. Thus, while the consumption of on both the top and bottom edge." locomotive system abroad has so raised the strength .- Mining Journal. value of our trade with Germany, France and America, that notwithstanding the probibitory duties in those countries, our export trade in this metal bears an increase for the last over the preceding year of more than 80,000 tons, or in money upwards of half a Receipts from passengers and parcels £4, million sterling.

But, independent of the favorable influence produced by railways, there is another, and equally important circumstance, which con- for 1843, £4,827,655, for 1842, £4,341,781. siderably affects the trade. We allude to the vessels being thus constructed, as regards Journal during the last year. The capital speed, safety and economy, have been so in expended in the construction of those lines,

of 1 ron as applicable to ship-building, by the way, having no returns for about three months patentees, Messrs. Kennedy and Vernon, of making in all partial returns only upon rather Liverpool. The improvement they propose more than 200 miles of reilleges and that the Branding Junction rail-amount of money, £83 3s. 6d., (last year, £105 9s. 3d.)

Jan. 25.—Passengers, 21 137; amount of Liverpool. The improvement they propose more than 200 miles of railway, while the is simple, and likely before long to be unicapital mentioned above includes the whole versally adopted; its nature will be best un-sum expended on the 1805 miles. These essential points, we have directed our attention, by the assistance of practical observation and experience. Although we do not premiles of railway was £61,489,056; in 1843, tend to say that the vessels hitherto construct. on 1,586 miles £56,135,104, and in 1842, on ed are in any danger, from the adoption of 1,520 miles, £51,180,000, which gives an iron of the common form for deck beams and average cost per mile in 1844, of £34,066; side frames, we consider that the forms we in 1843, of £35,394; 1842, of £33,671. It have invented, and for which we have taken would appear also that the sum expended on £400,000, with an option of amalgamation, out a patent, effect the object of uniting the railways in Great Britain between certain or one-third share of the profits above 5 per maximum of strength with the minimum of periods in 1842 and 1843 was £4.955,104, cent. All incumbrances, including the lease weight in the highest degree. There is no and between 1843 and 1844, £5,353,952, part of a ship to which strength is of more which must have had a beneficial effect upon consequence than in deck beams and side the trade of the country, as well as proving the contracts have been made on very advantage of the country of capital. frames; they are the bonds which keep it to a very judicious investment of capital. The gether, and if they remain firm there is no total traffic returns of 1814 were £5,584,982 tageous terms.—Herapath. danger to any part of the vessel, built of pro-per materials and scientifically constructed. £4,827,655, or £3,044; in 1842, £4,341,781, of recent date says: "There is great activity We have already used the patent iron in several steam vessels we have lately built, and "Thus it appears that while railway trafour railways. The chief point is, how the are satisfied of its superiority over every other shape of iron hitherto in use. Heretofore, iron vessels have generally been constructed the capital expended in 1843, exceeded that with angle iron, usually employed for the of 1842 by 9.7 per cent, and that in 1844 country; therefore application has been made ribs of vessels, and also by uniting one or exceeded that of 1843 by 95 per cent. All to a foreign banker."—Herapath.

petus which this system has given to the de- of iron, and sometimes with rolled iron. Both proportional increase of traffic has exceeded partment in question is not confined to the these systems, it is well known, are not so by more than 50 per cent. the proportional home, but has had its effects on the export strong as a bar of iron, having ribs or flanges increase of expenditure, and it is to be hoped

STATISTICS OF RAILWAY TRAFFIC. Returns for the year 1844. Prepared by Mr. J. T. Hackett, for "Herapath's Journal." Number of passengers carried 19,579,191. 136,681, from merchandize cattle, etc.,£1,448,-

consumption of iron for the purposes of ship-railway returns of those lines which are to The vast advantages arising from be found in the official returns given in this board of admirality.—Exeter News. ment in every branch of this industrial de for the year. It must be borne in mind that atively not used. Herapath. some of the traffic returns range only from

extended adoption of railways; and the im-two pieces of this angle iron with a plain bar things taken into account it appears that the that the extensive experience afforded by the iron, to furnish new rails, carriages, engines, etc., for this country, has created a large de-building must be manifest at one view, by of railway will enable the various companies mand in the market, and, to all appearances, placing the greatest quantity of iron in the to further reduce the amount of future expentant demand must increase considerably for weakest parts, which thus with a triffing additure in both the construction and working some years at least; the development of the dition of weight, affords tenfold stability and of the lines, so as not only to afford the greatest possible amount of accommodation to the public, but at the same time, to secure a safe and handsome return for the shareholders."

> Electric Telegraph.-The work of laying down the patent electric telegraph on the South Western railway, from London to Gosport, is nearly completed. The posts for sustaining the wires, which are fixed at about 50 301. Total receipts for 1844, £5,584,982, yards distance, are put down nearly the whole "The above table contains the aggregate about 1940 with the work, and the fixing of the wires is being rapidly proceeded with. The cost of the work, equal proportions by the company and by the

London and Birmingham Railway - The disputably established, that a general, if not as per last report, was £61,489,056, and the traffic this half year has been very good, exclusive adoption of the principle, not only traffic returns for the past year, amounted to and the dividend will be as before, at the rate for steamers, but also for sailing vessels, may £5,584,982, from which is to be deducted 40 of 10 per cent. The rumor that this combe fairly anticipated. Here, then, will be a per cent. for working expenses: £2,233,990, pany intend to lay down a third set of rails, constant enormous demand for iron, which, if £196,500 for passenger duty; and £157,724 to accommodate the coal and additional goods our mines are able to supply, will afford a for property tax, which will leave a sum clear traffic, is all fudge. The company could high and profitable market.

Of income tax, amounting to £2,996,778, for carry much more traffic than they have withdistribution among the shareholders and would out inconvenience. Extra goods would, of over sanguine in expecting a steady improved pay a dividend on the cost, of 487 per cent.

Thames Tunnel Company .- The number In reference to the above subject, we may three to five months, on the new lines opened of passengers who passed through the tunnel during the year, amounting to about 180 in the weeks ending January 18, was 19,962; lustrating and explaining the improved forms miles, and that the Brandling Junction rail-amount of money 183, 38, 61 (last year

money, £88 1s. 5d., (last year, £112 4s. 10d.)

Important Fact .- It is a singular circumderstood by giving the words of the inventors, matters taken into account, together with the stauce, and one as to which there can be no "Iron ship-building has made much progress deduction made above for property tax, the doubt, that of all the accidents which have in this country, but it is still capable of great railways referred to may be safely assumed occurred in railway travelling, not one has improvement; and to effect this in two most as having paid on the whole, rather more than proved fatal to any passenger in a first class

> The Lancaster and Carlisle company have completed the additional agreement with the Lancaster and Preston company for the transfer of the latter railway, in consideration of a guarantee of 5 per cent. on the capital of to the Lancaster canal, and the debt of £113,-000 go with the property. The Lancaster

Fame of RATWAY.				ENGLIS	RATL	ROAD	SHAF	tr-Lier.				at view, day, long			-
Tribud and Forfar (1988) 15 10,2400 35,040 1898-70 1998-70			nds.	isec.		inthis pal-	par l		ist	1 8	VEA				Capital.
Tribud and Forfar (1988) 15 10,2400 35,040 1898-70 1998-70		g	poil e	pou gag	pour ates heet	in B	Est.		<u>-</u> .	3					600,00
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Tribud and Forfar (1988) 15 10,2400 35,040 1898-70 1998-70	FAME OF RALWAY		sed sed	paz paz paz	d an	o in	for d	- S - S	a 4	3 3				gton.	400,00
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	rboath and Forfar	15		35,000	138,870				0 0 25	27.	Cambr	idge an	d Linco	n1	,250,60
Infried and Gloucester. 371 40,000 211,000 10,000	sirmingham and Gloucester	55					53,203	1 502 1	0 0 100		Chatha	in and	Portsmo	uth 5	
Dissert and Britenhead.	Brandling Junction	23						4 1	il. 30						
Dublin and Drogbedd. 33 460,000 150,000 500,860					518,983	5,856	13,148	0 861 1	4 0 50	32 2	Direct	Norther	n to Yo	rk 1	,000,00
Dunden and Arbreath 101 100 (100) 49/461 153,116 2959 59 51 750 00 25 25 25 25 25 25	Dublin and Drogheda		1	-1	500,869			nih	11. 55						950,00
Durham and Sunderland 181 162,350 124,685 270,192 9,88 17,722 11,911 34 29 12,91	Dublin and Kingston	16	1			9 980	6 993								800,00
Simbarg and Glasgow 46 1,25,000 375,000 1,649,522 29,425 53,966 3 6 1,6 50 50 1,6 1,6 1,2 1,0 1,2 1,0 1,2	Durham and Sunderland		169.35	0 124.055	270.392	9.889	117,702	nih	il. 34	29 2	Ely an	d Bedfo	rd		270,00
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reat North of England. 45 969,000 81,017,1302,618 12,001 36,100 12,001 36,100 10,001 36,100 10,001 36,100 3	Blasgow, Paisley and Green	nock 22	650,00	0 216,666	787,881	11,572	23,177	0 502	0 0 25	12	Harwi				160,00
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London and Birmingham 124 6,571,976 1928,815 6,303,168 92,823 405,708 10 0 0 100,218 London London and Birghton 50 1,750,800 98,600 13,155,101 15,772 2,572 3,670 10 10 10 10 10 10 10	lanelly	27	200,00	0 44,000	221,624			1 00 2	0 0 8	7 5	Londo	n and	ork	5	,000,0
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Name of Company Steam and Misectlameous Steam and St	l'att Vale	30	1					0 0 6	5 0 10	0 55	Orlean	and I w	s & Bore	deaux	2,000,0
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Grantham	Ashby de la Zouch Barnsley Birmingham, 1-16 share Do. and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde	720 100 3,000 1181 4,000 160 500 100 460 do. 600 do. 231 do. 1,297 4001	79 100 100 do. do. do. 40½	20 36 24 25 9 10 32 44 4 44	5 365 0 250 5 105 0 440 0 440	Eas Gra Ne Ma Va	st Londo and June w River anchester uxhall, l	tion L. B. Ann and Salford.t. S. London.		4,433 5,500 1,500 6,486 1,000	100 av. av.	100 41 2-3 30 100	8 71 21 81 5	923 88 57 55	90 57 55
Lancaster	Ashby de la Zouch Barnsley	720 100 3,000 118 4 4,000 160 500 100 460 do. 600 do. 231 do. 1,297 400 1 11,600 100 1,500 do.	79 100 100 do. do. do. 40½ 100 do.	20 36 24 25 9 10 32 44 4 44 7 16	5 365 0 250 5 105 0 440 0 440 2 161 ₂	East Grand New Year West Control of the Control of	st Londo and June w River inchester uxhall, l est Midd	ntionL. B. Ann and Salford.t. S. London.lesex		4,433 5,500 1,500 6,486 1,000 8,294	av.	30 100 631	8 74 21 81 5 61	\$23 88 57 55 126	90 57 55
Leeds and Liverpool 2,897 100 100 34 640 640 St. Katharine	Ashby de la Zouch Barnsley Birmingham, 1-16 share Do. and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde. Grand Junction Grand Surrey Gloucester and Rerkley	720 100 3,000 118 1 4,000 160 500 100 460 do. 231 do. 1,297 400 1 11,600 100 1,500 do. 5,000 do.	79 100 100 do. do. 401 100 do. do.	20 36 24 25 9 10 32 44 4 44 7 16	5 365 0 250 5 105 0 440 0 440 161½ 0 8	Grave Ma	st Londo and June w River inchester uxhall, l est Midd	tion		4,433 5,500 1,500 6,486 1,000 8,294	av. av. av.	30 100 631	8 7† 2† 8† 5 6†	923 88 57 55 126	90 57 55
Liecester	Ashby de la Zouch Barnsley Birmingham, 1-16 share Do. and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde Grand Junction Grand Surrey Gloucester and Rerkley Grantham Lancaster	720 100 3,000 1181 4,000 160 500 100 460 do. 231 do. 1,297 4001 11,600 100 1,500 do. 749 150 11,699 471	79 100 100 do. do. do. 40½ 100 do. do.	20 36 24 25 9 10 32 44 4 7 16 2	5 365 0 250 5 105 0 440 0 440 161½ 0 8 8 5 185 0 40	Has Grand New Year Work Control Eas Lor	st Londo and June w River inchester uxhall, lest Midd nmercia st and Widdon	ntion L. B. Ann and Salford.t. S. London lesex 1 Dock rest India	3,22	4,433 5,500 1,500 6,486 1,000 8,294 1,065	av. av. av. av. av. ths. 100 sto. sto.	30 100 631	8 71 21 81 5 61	±23 88 57 55 126 0 137	90 57 55 127

	AME	RICA	STATE	WORI	ES AN	D CANA	LLS, E	e'i C.			,	· . –
	STATE WORKS.	Length in miles		Income.	43. 1 Expend.	lucome.	Expend	The	State Car	nals are all 4 te de, and 80 to 9	et drep, and	the too
N. Y.,	1 Black river canal.		1,524,967					Th	e six ini	llions paid t	o the canal	fund
11	2 Cayuga and Seneca	. 61	237,000 1.251,604		10,953	24,618	11,443	aucti	on and s	alt duties a	re not incl	luded i
64	4 Cheming.	23	681,600		14,486	14 385	12 740	Black	river of	ost. The G	energe val	ley and
14	5 Chenango	. 97	2,420,000	1 .	15,987	22,179	15,960	comi	letion th	e interest of	which add	i'ional
41	6 Crooked lake	. 8	156,777			1,498	3,951	is mu	ich great	er than the e	stimated gr	os ine
66	7 Eric—enlargement of	1363	12,618,852	1,880,316			1	of the	ese cana	ls when fini	shed. Th	c sum
	9 52 miles opened, cost \$1,500,000		3,739,003		13,819	19.641	15 557	quire	d to com	plete these to	wo canals a	re \$2,
" 1	0 Oneida lake	6	50,000		2,239	621	1,636	finish	ed \$5.55	3,000 and 52	2 409 00 1- 3	an exp
1	1 Oswego	38	565,437		22,742	56,165	20,099	iture i	neurre.l	on estimated	incomes (admitt
	2 Beaver division canal					7,381	3,380	be lih	eral,) of	\$39,000 and	l \$14,000 n	especti
1	4 French creek					109,278	22,870	Th	e total ro	ceipts from	the works	of Pen
	5 Seneca river towing path		69.276			381		vania	for 181	3 were \$1,0	19,401; for	r 1844
1 1	6 Columbia railroad	82				443 336	205 067	2433		he cost about s for 1844 w	1 39 million	ns.
	7 Lastern division					179,781	138,915	Cana	1 tolls			57
14.	8 Juniuta canal	39				971 100	h10010	Railr	oad tolls		1	25
14.	9 Portage railroad 0 Western division canal					331,102	248,943	Motiv	e power	,922 is from	-	31
2	1 North branch Susquehannah canal	73						Truck	rs,			. 1
13	2 West " "	79 (101,949	57,633	of wh	ich \$585	,922 is from	118 miles	of rail
io 2	3 Hocking canal	56	975,130			5,286	-,		378,494	from 550 mi	ies of cana	
2	1 Miami canal	85	1,660,742	68,640	38,826	77,814	22,341	norts	e canais	of Ohio are	supported	Thomas
10	5 Miami extension	195	2,856,636	8,291		12,723 unfin'd.	14,741	853 n	iles of c	anal in the S	tate which	vielde
2	7 Muskingum	35	322,000 1,627,318			00 205	15 007	1843	\$471.623	3. and in 18	44 \$515.39	3. the
12	8l Ohio	334	4,600,000		123,398	343 711	113 910	1st Ja	n. 43 be	ing \$15.577.	23. The	increb
2	9 Wabash	91	3,028,340		6,400	48,589	12,817	44 0	er 43 is	only \$43,77	0, though t	the year
10	0 Walhonding	25	607,269		39,005	1,977	-,	nas c	xhibited	a greater in ever before k	erease thro	ughou
10	1 Western road	31	255,015	7,254	1,782	8,747	2,929					
3	2 Sundry works		11,000,000					incom	ese 21 II	nillions on s	undry work	S VIGI
1. 3	USundry works		10,000,000					Th	e central	railroad vie	elds above	6 per
ch 3	5 Central railroad	110	1,812,308		75,960	211,170	89,420	and i	s the only	y State work	the Eric	cana
	6 ¹ .Southern railroad	68	936,295	24,064	7,907	60,341	70,000	cepted	l-which	h is able to s	tand alone.	
	CANALS.	Length in miles.	Cost.	1843. Income Gross.	e. pe	I Inc	M4. ome. Nett.	per	Value	R	EMARKS.	
(Blackstone											
	Bald Eagle Navigation		400,000									-
	Beaver and Sandy, (part)		1,000,000		• • • • • • • • • •					We may, p	erhaps, at s	omeli
	Charleston, (S. C.)	181	12 370 470	47 637	• • • • • • • • • • • • • • • • • • • •				11:	ars of all the	ed to give t	me par
	Conestota	12	300.000	21,001						The Chesa	peake and	Ohio c
	Delaware and Chesapeake		300,000						26 is	s not yet co	ompleted to	o the
	Schuylkill		3,500,000	279,79510	$2,221 \dots$. 190,698	120,624		31 11	nines, hence		
	Farmington. James river and Kenhawa	• • • • • •			• • • • • • • • • • • • • • • • • • • •		•••••			The enlarg	ement of the	ne Sch
	Mildlesex.				• • • • • • • • • • • • • • • • • • • •				h	The Morris		
	Port Deposit.	10	200,000						fo	or one million	n about on	e-four
	Delaware and Raritan	43	2 900 000	99 623 5	3 327			1 1	of	f its cost li	t is said in	the ha
	Southwark		300,000						ut	nat it is to be	enlarged.	Wel
	Fide Water	45	2,930,030					• • • •		nat it is to be een no repor- ointment of	t, nor heard	of the
	Union Morris	101	1,000,000	• • • • • • • • • • • • • • • • • • • •					28 P	ointinent of	any engine	er.
	Disinal Swamp		1,500,000			1				•		
~	CANADIAN CANALS.	Length	No. of Locker locks. in fact	ze Length of	Size of loc	ks.	Width o			Expended to	. 19	
	The Welland canal	miles.	iocks, in reel	chamber feet.	feet.	mitre silt.	Bottom.	feet.		Sept. 1843.	111coine.	Exper
-	to the D to D to D to D to D	28	31 328	150	26 1-2		45	81	1		02,000	
T lain	trunk from Port Colborne to Port Dalhousi				1			0	1.1			
lain	trunk from Port Colborne to Port Dalhousi		1 6	150	1 26 1-2	8 1.28	-520	4.1				
lain incti	ion branch to Dunville (not adde		1 6 1 6	150 200	26 1-2 45	8 1-2 9	35 45	71 85				
lain incti road	ion branch to Dunville added below.	21	- 1									
lain incti road T alon	ion branch to Dunville dereek branch to Port Maitland below. The St. Lawrence canal	1 1-2	$\begin{array}{c c} 1 & 6 \\ \hline 2 & 7 \end{array}$	200	45	9	45	85 90				
lain incti road T alop	ion branch to Dunville and added creek branch to Port Maitland below. The St, Lawrence canal	21 1 1-2	1 6 2 7 2 11 1-	200 200 2 200	45 45 45	9 9	45 50 50	90 90	672,49	98 973		
Iain nnct road T alop apid arre	ion branch to Dunville and added creek branch to Port Maitland below. The St. Lawrence canal	21 1 1-£ 2 4 3-4	$\begin{array}{c c} 1 & 6 \\ \hline 2 & 7 \\ 2 & 11 & 1 \\ 1 & 3 & 1 \end{array}$	200 200 2 200 2 200	45 45 45 45	9 9 9	50 50 50 50	90 90 90			đ	
Iain neti road T alop apid arre nwa	ion branch to Dunville I creek branch to Port Maitland below. The St, Lawrence canal	21 1 1-2 2 4 3-4 11 1-2	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	200 200 2 200 2 200 2 200 200	45 45 45 45 45 55	9 9 9 9	50 50 50 50 100	90 90 90 90 150	865,3	72 1,665,663	đ	
lain neti road alop apid arre nwa nhan	ion branch to Dunville I creek branch to Port Maitland below. The St, Lawrence canal	21 1 1-2 2 4 3-4 11 1-2 111 1-4	$\begin{array}{c c} 1 & 6 \\ \hline 2 & 7 \\ 2 & 11 & 1 \\ 1 & 3 & 1 \end{array}$	200 200 200 200 200 200 200 200	45 45 45 45	9 9 9 9	50 50 50 50	90 90 90	865,3° 1,190,06 old cane	72 1,665,663 87 275,426 al. 400,000	29,288	9
Iain nneti road alop apid arre nwa uhan hine, gem	ion branch to Dunville creek branch to Port Maitland below. Che St. Lawrence canal	21 1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-5	1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1-	200 200 200 200 200 200 200 200	45 45 45 45 45 55 45	9 9 9 9	50 50 50 100 80	90 90 90 150 120	865,3	72 1,665,663 87 275,426 al. 400,000	29,288	9
lain neti road alop apid arre nwa nine, gem	ion branch to Dunville creek branch to Port Maitland below. Che St. Lawrence canal	21 1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2	1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 44 1-5	200 200 200 200 200 200 200 200 200 200	45 45 45 45 55 45 45	9 9 9 9 9 9	50 50 50 50 100 80 80	90 90 90 150 120	865,3° 1,190,06 old cans 1,001,33	72 1,665,663 87 275,426 al. 400,000 33 64,439		
Iain nneti road Talop apid arre nwa uhan hine, gem	ion branch to Dunville I creek branch to Port Maitland below. The St. Lawrence canal ss and Port Cardinal I Plat n's point. II, passing the Long Sault rapids nois, do. Coteau, Cedars and Cascades road, do. Lachine rapids tent of do. lotal from lake Erie to the sea	21 11-2 2 4 3-4 11 1-2 111 1-4 8 1-5 12 66	2 7 2 11 1-1 1 3 1-2 7 48 9 82 1-1 5 44 1-3 57 525 9 74	200 200 200 200 200 200 200 200 200 200	45 45 45 45 55 45 45 45 45	9 9 9 9 9 9 9	45 50 50 50 100 80 80 36	90 90 90 150 120 120	865,3° 1,190,06° old cans 1,001,3° 200,00°	72 1,665,663 87 275,426 al. 400,000 64,439 00 440,000	1,409	1
Iain unctifroad Toad alop apid arre uwa uhan hine gem	ion branch to Dunville creek branch to Port Maitland below. Che St. Lawrence canal	21 1-2 4 3-4 11 1-2 111 1-4 8 1-5 12 66 Length miles R. rd., Ca	1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 44 1-3 57 525 9 74	200 200 200 200 200 200 200 200 200 200	45 45 45 45 55 45 45 45 45 	9 9 9 9 9 9 9 9	50 50 50 100 80 80 36	90 90 90 150 120 120	865,3° 1,190,06 old cans 1,001,3° 200,00 Div. V per cent. st	72 1,665,663 72 1,665,663 72 75,426 al. 400,000 64,439 00 440,000 Talue of tock.		1
Iain uncti croad Tialop apid arre uwa uhan hine gem	ion branch to Dunville creek branch to Port Maitland below. Che St. Lawrence canal	21 1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-5 12 66	2 7 2 11 1-1 3 1-1 7 48 9 82 1-5 44 1.5 57 525 9 74 in als.	200 200 200 200 200 200 200 200 2120	45 45 45 45 55 45 45 45 45 45 1843. necome. s. Nett.	9 9 9 9 9 9 9 9	50 50 50 100 80 80 36	90 90 90 150 120 120 60	865,3' 1,190,06 old cans 1,001,3: 200,00 Div. V per cent. st	72 1,665,663 72 75,426 al. 400,000 64,439 00 440,000	1,409	1

				AMF	ERICAN					453	16		-		SAL	
	RAILROAD		Length in	Cost.	Loans	Number	on	Inco	ome.	Div.	Inco	44. ome.	Div.		Week e	ending broary.
			miles.		debis.	shares.	share	Gross.	Nett.	cent.	Gross.	Nett.	cent.	prices	Shares.	. Price
Me.	1 Portland, Saco and	Portsmouth	50	1,200,000	0			89,997	47,166	7	124,497	74,841		981		
N. H.	2 Concord		. 35	750,000	0	[]		120 745	20 400		200 101	00 401		130		
Mass.	3 Boston and Maine. 4 Boston and Lowell.		56	1,485,461	i	[]		178,740	68,499	8	233,101 316 909			110		
66	5 Boston and Lowell.				5						316,909 282,701	156,109		107		1 118‡ 5 107‡
66	6 Boston and Worces		44	2.914.078	4	1	1	404.141	162,000	6		195,163		1171		0 116
66	7 Berkshire		21	250,000	onot stated	4			17,500	7	17,737					
**	8 Charlestown branch	h		280,260)					13	34,654	13,971	51	81	32	2 821
-11	9 Eastern		. 54	2,388,631	1			279,563	140,595	6	337,238	227,920	8	1071	26	6 117
- " 1	10 Fitchburg		. 50	1,150,000	justopa'd	()			••••••		42,759	26,835		118		1117
1.	11 Hartford and Sprin 12 Nashua and Lowel	gfield	. 25 1-2 14 1-2	130,002	do.	()		94 079		8	94,588	34.944	10	120	• • • • • • • •	
66	12 Nashua and Lowel 13 New Bedford and T	Paunton	20	430.965	2	(50 671	24.000	6	64,998			120		
	14 Norwich and Word			2.170.366	inot stated	3		162,336	24.871		230,674			71	7.617	731
66	15 Taunton branch		. 11	250,000	0				20,000	8			8	118		103
66	16 West Stockbridge		. 3	41.516	6 200	9				1			4			
66	17 Western, (117 mile	es in Mass)	. 156	7,686,202	24,686,202	30,000	100	573,882	284,432		753,753	439,679	3	991	191	
66	18 Worcester branch to	to Milbury		8,401	506	[]								100	•	
	19 Hartford and New 20 Housatonic, (10 mg		74	1 244 127	,	()					150.000			100		
16	21 Stonington, (year er	ding 1st Sept.,).	48	2 600,000	3	(113.889		1	154,724	79.845	1:::7	42	1,875	134
N.Y. 2	22 Attica and Buffalo.		. 31 1-2	268.275				1 45.896	7.522				1		1,0.	404
ec 2	23 Auburn and Roches	ster	. 78	1,727,361	1			189,693	112,000					107		1061
66 2	24 Auburn and Syracu	use	26	743 931	1			86 901	27 334			1 1	1	1116		
46 0	25 Buffalo and Niagar	a	. 22	200,000	0	1,500	1331	[]						100		
46	26 Erie, (446 miles,).		53	5,000,000	·····)	()			40,000				[]	30	400	304
44	27 drie, opened		26	2 200 000	0	[]			48,000					702	1 150	71
16	26 Erie, (446 miles,) 27 Eric, opened 28 Harlem 20 Hudson and Berksl	liro	26	2,200,000		1								702	1,150	
66	30 Long Island	ille	. 95	1.884,640	392,340	29.846	50				153,456	70.043		78	4.385	791
66	30 Long Island 31 Mohawk	1	1634	1 1,030,949	9			69.948	58.780		84.306	40,000		65	2.25	651
66	32 Tonnawanda	1	. 43	600,000	0			76.227					1			
"	33 Troy and Greenbus	sh	. 6	180,000	0					1			1			
11 5	31 Troy and Saratoga 35 Troy and Schenect		. 25	475,860	5	[]		44.325	21,000			1	1			
"	35 Froy and Senenecu	ady	. 20 1-2 . 22	200,000	0	[]		28,045	3,000)			
88 5	36 Schenectady and Sa 37 Utica and Schenect	ratoga	78	2 124 017	3	1		42,212	120,000	9		()	1)	1201		• • • •
66	Office and Syracus	acry	. 53	11.080.219	3			1163.701.	12,000				1	11153		
N. J.	38 Utica and Syracuse 39 Camden and Ambo	de	. 61	[3,200,000]	0			682,832	383,880			1		110	5	5 1104
66	40 Elizabethtown and	Somerville	. 26	500 000)	1	1			1	1	1	1 1			
**	11 Morris and Essex.						1						1	1		
66	42 New Jersey	4	. 34	12.000 000									1	04		1
Pa.	43 Paterson	4	. 16	1.000.000	0					1				851	75	85
Pa.	14 Beaver Meadow 15 Cumberland Valley	(. 26	$\pm 1.250.000$	0				1				11	1	1	1
66	16 Franklin		. 10 1-2	21				1	1	1 1	1	1 1	1 1		-	
tt i	16 Franklin 17 Harrisburg and La	neaster	* 36	860.000	0			1	1			l	1	30	1 1	
"	Hazleton branch	1	10	1 120 000	N			1		1 1	1					
"	18 Hazleton branch 19 Little Schuylkill 50 Blossburg and Corn		. 29	900.000)			1					1 1			
" 5	0 Blossburg and Corn	ing	40	600,000	N						1			1	1 1	1
" 5	51 Mauch Chunk 52 Minehill and Schuy	(9	100,000		[]			[]	10		1 !		()		
" 5	52 Minehill and Schuy 53 Norristown	lkill Haven	18 20	315,000)	()				12		[]		140		
66 5	54 Philadelphia and T	Prenton	* 30	400 000	M	1		1								
"	55 Pottsville and Dan	renon	29 1-2	1.500,000		()		1	1					105		
"	55 Pottsville and Dany 56 Reading	1	94	9,457,570	7,447,570	40,200	50				597,613	343.511		48	4,935	49
66 5	57 Schuvlkill valley.	*	* 10	1,000,000)							1 '			4,555	
66	58 Williamsport and I	Elmira	. 25	400,000	0	[]	()	20 0001				1	1			
4	59 Philadelphia and B	altimore	. 93	4,400,000			()	43 043	ISSURE URAL.	· .		1000 016	1 1	40	5,227	431
Md.	60 Frenchtown 61 Baltimore and Ohio	L (1st Oct.)	. 16	7 693 600	j	(ETE 935	570 402		59 690	1240 016		191	90	
66 (62 Baltimore and Sus		. 58													48‡
**	63 Baltimore and Wa	shington	. 38	-11.800000	X			1177 9971	71 691	1	1919 190	101 500	1	21		
Va.	64 Greensville and Ro	oanoke*	* 171-2	21 260.000										01		
"	65 Petersburg and Ro	anoke*	* 60	765 000	N i			1	1	1 1	1	1	3			
	66 Portsmouth and Ro		. 78 1-2	2 850 000	1					1 1						
	67 Richmond and Free		61 1-2	20 200 000	N			1	1	1 1	1	1				
10	68 Richmond and Pete 69 Winchester and Po	rsburg	* 22 1-2 * 32	2 700,000 500,000												
13	70 R ileigh and Gaston	Юшае	* 84 1-2	21.360.000	1			1		1 1	1	1	1 1			
66	71 Wilmington and R	aleigh*	* 1/i1 -	1.800,000	ó	()										
S. C.	72 South Carolina		136	- 200 22/		34,410	75						8			
** 7	73 Columbia		GG	3,255,000		34,710	1 .0	DOL 4C4	77 45C	1	930 435	100 204				
Ga.	71 Central	4	190	2,581,723		[]		1997 5391	93 190				1			
A 3n	75 Georgia	(· · · · · · · · · · · · · · · · · · ·	147 1-2	12 650 000			1	1948 0961	1159 2071	1	1949 006	1 47 500	1 1			
Ala. 7 Ky. 7	6 Fuscumbia		46	1		1	1	1 1	1	1	1		1	1 1	1	
Ohio!	77 Lexington and Ohio 78 Little Miami	<i>p</i>	40	450,000				• • • • • • •								
"	79 Mad river		40	4 ACREEMEN	M						1					
11 8	79 Mad river	andusky.	40	1	1	I a character to		1					1	1 1	4	
Mich.	31 Detroit and Pontiad	d	25													
20 1	82 Erie and Kalamaze	do	33													
	and a manufactured and a second		1 -0	150 000												
Ind.	83 Madison and India 81 Champlain and St.	napolis	56													

each week and of the corresponding week of last year weather, but is allowed to use the canals whenever lature to enforce rigorously and by the severest pento be regularly sent to us.

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTENTS.

tensi	nnual report of the Boston and Maine ex- on company163
Thirtee	enth annual report of the Boston and Pro- nce railroad corporation
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pany	annual report of the Eastern railroad com-
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	rorks of New York
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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, March 13, 1845.

WESTERN RAIL	ROAL)]	Rec	eipts for t	he week en	į
ing March 1:				1845.	1844.	
Passengers,				\$5,020	\$3,693	
Freight, etc.,		-,		6,878	6,465	
₄ Total,	-		-	\$11,898	\$10,158	

The receipts of the Norwich and Worcester railroad for February were \$11,764 Same month last year, 11.785 11,600 Receipts for January, 1845, reported, -Two months in 1845, 23,364

MINEHILL AND SCHUYLKILL HAVEN RAILROAD. The following is the amount of coal transported over this road, for the week ending on Wednesday eve 4,770 15 ning last: .34.818-05 Per last report, 39.588-20 Total.

THE COAL TRADE .- Sent by railroad up to Thurs-

evening last.	- IVILIUC	73	Jour	nu			
Schuylkill H	laven,		-		-	5,973.06	
Pottsville, .		-		-		2,269.11	
			-		-	8,212-17	
Per last re	port,					50,914.29	
						59,156.46	

PHILADELPHIA AND COLUMBIA RAILWAY.—The following shows the collections at this office for the month of February, 1845:

Railway. M. Power. Total. Am't as per last report, 8,492-15 10,116-15 18,608-30 Do. for February, 1845, 4,715-38 9,119-03 13,834-41 Whole amount since

Nov. 30, 1814. 13,207 53 19,235-18 32,442-71

BAILWAYS OF MASSACHUSETTS AND CANALS OF NEW NORE

The railways of Massachusetts which have been in operation for one or more years have cost \$23,-000,000, and yield a nett revenue of 61 per cent. on that amount. The canals of New York yielded last condition of the roads of this State. In the aggreyear 6 per cent. on their cost. Here, however, the similarity ends. The railways of Massachusetts would sell to-morrow for more than they cost: the canals of New York would not bring half cost; even the ardent predictions of their projectors." the Erie canal would not command the twenty millions of dollars laid out on it. The railways of Massachusetts are used throughout the year for the transportation of both passengers and freight, the canals of New York are navigable during seven months of from which are derived the aggregate income of \$1, the year for the transportation of freight. The farmer of Massachusetts may send his fresh meat, butter, etc., to market by any railway, or other mode of conveyance he may prefer, at any season of the year; the results for the year 1843.
the farmer of New York is strictly prohibited from "The railroads of Massachusetts ranged about the the use of railways during the summer, because that same for that year."

he pleases-in summer, because the rate of speed is alties, proper statements of the condition of every too low to carry fruit, meat, butter, etc., without spoil-railway company in the State. It is openly asserted ing, and in winter, because the canal is frozen up, in the public prints that the reports of some compa-Massachusetts are leading to the extension of those if unfounded, would subject the writer or the pub-York have always been an incubus on private enter- ment; and deservedly so. prize, and, we may safely assert, that the line of railtal and private works: the former cripples the eneragement to its own extension.

MR. EDITOR: I was pleased to see in a late numtracks, which, I trust, will be universally tried and our citizens, adopted. The accidents which result from want of adjustment of switches are very numerous, and it is not saying too much, that Mr. N. has provided a remedy for a very serious defect in the tracks as now in

It is not wonderful that railroad corporations are tired of examining new patent machinery and fixtures, but the safety switch of Mr. N. really deserves consideration. MASSACHUSETTS.

[The above is from a source which entitles it to be received with confidence. -Ed. Journal.]

RAILWAYS OF NEW YORK.

The official document containing the reports of the ble and some remarks. We select two of the latter, and shall be happy to find the second borne but by the document itself; as for the first, it is so notoriously wrong, that the writer is probably trying the gullibility of the public; in the manner of the governor, who, after a long dissertation on the canals, their immense cost and the deep interest taken in them by the public, turns to the comparatively neglected subject of education, and its limited funds, with the sarcastic observation that "it is pleasant to turn" "to subjects the most vital to republican institutions."

"This report for 1844 exhibits a very flattering gate, they have reached a stage of successful operation, far beyond the most sanguine anticipations. Like our public canals, the other great arm of internal improvements, their career has outstripped even

"By reference to the cost of construction given in the table, and deducting the cost of the Schenectady and Troy, and the Albany and West Stockbridge roads, from which no revenue is derived, the total cost of the other roads is shown to be \$17,197,251, 100,016. From this statement results \$17,197,251: 1,100,016::1:64 or 6 4-10 per cent. on the capital invested.

"This is an increase of nearly one per cent. over

We particularly request statements of the traffic of is the only way of reaching market during the hot | Tr We call upon the government and the legis when the permission can do the government no harm nies—the Long Island and the Harlem among the and the farmer no good. The existing railways of rest-are anything but fair. Charges of this kind, works in all parts of the State; the canals of New lisher to heavy damages, if not indeed to imprison-

We find serious charges against the New York way from Albany to Buffalo has been completed in and Erie railroad company, in the official report of spite of them. We could not desire a better illustra- the railroad commissioner, at the very time when tion of the effects of the rival systems of governmen- another instalment is called in. The great object of the Journal is to give the public correct informagies of the people by odious monopolies and heavy tion as to the actual condition of the railroad compataxes, and disgraces the country by the construction nies in the United States, and to do this is not very of works whose cost is inversely as their usefulness; easy, even with pretty full reports; but when reports the latter bestows on the country, without any taxes, are drawn up puposely to entrap the unsuspecting, a system of works as useful and honorable in reace all we can do is to warn the public against having as they are powerful in war; affords immense facili- anything to do with them. The legislature can powties to the great agricultural and manufacturing in-erfully aid the cause of public works by insisting on terests, and, by the success which almost invariably full statements of the affairs of each company. It attends its efforts, gives the greatest possible encour- is true that the loss falls on individuals and not on the entire community, as in the case of State works; still, so vast an interest has the public in the extension and proper management of railways, that they ber of your Journal a notice of Nicoll's safety scitch, cannot be neglected by the legislature, without inflict-Mr. N. has added a valuable appendage to rallroad ing at the same time serious injury on all classes of

> We acknowledge the receipt of the reports of the Massachusetts railways from H. Williams, Esq., treasurer of the Boston and Worcester railroad, also from W. R. Lee, Esq., superintendent of the Providence railroad. We are indebted to C. M. Keller, Esq., of the patent office, for the annual report of the commissioner of patents.

> Will some friend oblige us with a copy of the last report of the Camden and Amboy railroad company !

A late number of the Philadelphia Ledger contains a "Prospectus for a loan of \$500,000," for the enlargement of the Schuylkill navigation, signed various railway companies to the legislature is not by C. Ellet, C. E., and dated New York, March I, yet out. The Albany Argus gives the principal ta- 1845. This is the first we have heard of this affair, or we should at once have warned our citizens to have nothing to do with it. Its success is based on carrying freight on a canal at the rate of 30 cents for 108 miles or 41 2-3 cents from New York to Albany, less than half the cost by the Hudson!

> We perceive that the gentlemen alluded to in our last, as having taken hold of the New York and Albany railroad, are now in Albany laying their views before the railroad committee of the legislalature. They propose to construct a road of the first order, over which the distance may be run in five hours. On the other side, the friends of the Harlem demand a charter to enable them to connect their railroad-if it may be called such-with the Boston and Albany line in Columbia county. We cannot for a moment entertain a doubt as to the course the legislature will adopt. The immediate construction of a first rate railway is the end the new company have in view, the name of the Harlem railroad at once conjures up a gambling, unproductive and miserable affair, caring nothing for the accommodation of the public, and in which no man would ever think of making an investment.

> A meeting has been called in Boston to discuss the policy of uniting the Worcester and Western railroads, under the title of the Boston and Albany railroad.

STATE WORKS OF NEW YORK.

Having given the financial condition of the canals, we now lay before our readers are nearly completed. such extracts from the report of the canal commissioners as may be required to com- Of lockages at Alexander's lock, three miles plete the view of the public works of New

"The navigation on the canals was commenced on the 18th of April, and closed on the 26th of November.

"From the commencement to the close, there were but few interruptions to navigation; which interruptions, and the causes of them are particularly stated in other parts of this

report.

"The amount of tolls received on the canals, his been much greater during the last

than in any preceding year.

"Brats have carried as heavy cargoes as heretofore, but the great increase of business on the canals has materially added to the number of lockages."

The amount expended by the commissioners on all the works during the past year is \$720,449 93. Of this sum, \$418,692 06 were for the enlargement of the Erie canal, and \$202,106 67 were for the Genesee vallev canal.

" Lockages.—A table showing the number of lockages at Alexander's lock, three miles west of Schenectady, from 1824 to 1844, in-

clusive, is hereto appended.

table, that the number of lockages in 1844 ply of water to-do nothing, for, such is, from this reservoir would not be required for was greater than in any other year, with the exception of 1841. The increase of 1844. over 1843, was about 5.000, and about 2,000 ness. The best plan would be for the State it. In view of the deficiency of water expelockages in 1841, was occasioned by the large themselves, to give them away, or, failing an increased demand will continue to be made amount of materials board for work then in that, to abandon them to the frogs. Indeed, the commissioners are now of the opinion the progress of construction on the enlargement of the canal, and not by the greater quantity of ordinary freight transported.

in 1811.

"Although the number of lockages on any day the past season, may not have been so great as to tax the single locks to their utmost capacity, if bouts had arrived regularly above and -voters. and below the locks, so that no time would be lost in filling and emplying them when no in length, extending from the city of Utica to water to supply the short levels from Dansboat passed; yet the delay at times, from the village of Binghampton, in the county of ville north to the Canescraga feeder, a distance irregularity of the arriving of boats, was Broome, where it unites with the waters of of about three miles, is obtained from Mill such as to make it exceedingly inconvenient the Chenango and Susquehanna rivers at their creek, a very inconsiderable stream, which to navigators at all the single locks east of junction. Syracuse.

to increase, it will soon be indispensable to its a manner as to admit of the timber being ta- and the first week in September, the deficiena commodation to have double locks brought ken out, and others put in without destroying cy of water was so great as to cause serious into use at all places from Albany to Syra- the masonry.

cluding those at each place, 49 sets of double undergo a thorough repair, in order to insure part of the canal has been in use, shows the locks, as the same were ocated for the engood navigation. There can be no doubt that largement of the canal.

are completed and in use, being all the locks three years past. from Albany to and including the first one west of Scheneciady.

Many of the remainder are in use and all and others will require to be rebuilt soon.

canal was opened, to 1814, both years in Court street, which adds greatly to the con-

No. of luckages from opening to close of canal.	Average lock- ages each 24 hours.	Average No. of minutes to pass each boat.	Per ct. increase over previous	from previous season.	Navigntion opened.	Navigation closed.	No of days of
21 6,116	27-92	51.57			Ap'1.39	Dec. 4	219
25 19,935					12	5	238
26 15,156	62.37	53.08	37.98		12 20	18	243
27 13,004	53.95	26.69		14.19	22	18	241
28 14,674	51.55	26.40	12.84		Mar. 27	. 20	560
29 12,619	51.86	26.25		14.00	May 2	17	230
730 14,674	60.63	23.81	16.28		Ap'l, 20	17	212
'31 16,284		50.33	19.97		16		230
'32 18,601	77.17	18.66	14.22		25	21 12	211
33,20,649	86.76	16.59	11-01		19	13	238
34,22,911	95.46	15.08	10.95		17	12	240
35 25,798	115-16	12.81	12.60		15	Nov 30	230
36 25,516	118-13	(5.19		1.09	25		216
'37,21,053	89.9;	16.01		17.49	2)	Dec. 9	231
'37 21,053 '38 27,962	122.61	11.74	32.81		12	Nov 25	228
13331184 1234	11111-55	014.32		HREK	21	Dec. 16	311
240 26,987	118-36	15.56	11.36		20		228
'41 30,320	137-19	19.57	15.52		21	Nov 39	155
42 22,879	103.05	13.97		21.54	20	29	522
'43 23,184 '44 28,219	108.35	13.29	1.33		May 1	30	214
4438,219	127-11	111.33	21.72	1	Ap1. 18	20	222

It will be seen that the locks of the Chenango canal are giving out, and that this vile practically speaking, the amount of its busithe increasing demand for this fashionable de- that this reservoir should be repaired. scription of food, would seem to point out "The delays to navigation are said to have that the case is—as the governor observesbeen very great at some of the single locks not quite desperate; and that a considerable interruption, except on the Dansville branch. revenue might be derived; sufficient to warrant the appointment of an acting, or rather canal, there has been a dificiency of water in active commissioner, and a corps of catchers

"The locks on this canal, with one excep- sons for this part of the canal "If the business on the canals continues tion, are of the composite kind, built in such

"Many of the locks give evidence that the to prevent the passage of boats." "There are from Albany to Syracuse, in-time is not far distant when they will have to the expenses for repairs on this canal for three water for these levels. From No. 1 to 23 inclusive, these locks years to come will be far greater than for the

"The sluices around the locks were con-

"No. 24 has not been put under contract." undergone a thorough repair the last season,

"There is a very large number of bridges on this canal. Many have been repaired the past season, and more will require it the next.

"One new double track bridge has been west of Schenectady, from 1824, when the built in the city of Utica across the canal on

venience of that place.

"The bottom of the canal has been thoroughly cleared out in many places, the banks have been strengthened, and good navigation maintained, with but little interruption during the season. There was, however, a time that want of water was experienced on the summit, occasioned in part by the drought, but this was of short duration.

"From the decayed state of the chambers of the locks, a very great increase of leakage takes place, which, combined with the unusual increase of lockages, renders an additional

supply of water necessary.

"The capacity of all the reservoirs and feeders, was, during the past season, taxed to its utmost extent, and notwithstanding a deficiency of water was experienced, and for a short time the summit level was so low that boats could not float upon it. If the drought had continued one week longer, the navigation must have been suspended for a time.

"The commissioners, in their annual report of last year, at page 70, described the destruction of the Kingsley brook reservoir, and nango canal are giving out, and that this vile stated the probable expense of repairing at political job, as well as its twin brother, the \$8,000. They also stated that they were "It will be seen by an examination of this Genesec valley canal, has not a sufficient sup of the opinion that the water to be furnished the navigation of the canal,' and therefore had not directed the superintendents to repair less than in 1841. The great number of to sell them out, or, if no purchasers present rienced last summer, and for the reason that

> "Genesce Valley Canal .- The navigation on the finished part of this canal has been maintained through the season, with but little

> "Since the completion of this part of the drought seasons to supply the lockages near

its southern termination.

"The canal commissioners, in their last "Chenango Canal. - This canal is 97 miles annual report, at pages 71 and 72, say, 'The does not afford a sufficient supply in dry sea-

" During the months of July and August, delays to navigation, and on several occasions

" The experience of the two years this

" Similar difficulties have occurred the past

year, although in a less degree.

"The Canescraga feeder has afforded less structed of wood, and many of them have water the past season, than in any previous Year since the completion of this canal. This Whistler; it was a well constructed work laid before them in the clearest manner which

the chambers of the locks have been injured by the action of frost upon the banks.

undermined and entirely destroyed. Mea-it is no trifling one. sures have been adopted to protect the reservoir, as far as the means at the disposal of the commissioners will allow.

"The timber and plank procured for the mechanical structures on this canal, has also been protected as far as practicable. But with every care that can be bestowed on these materials, they are rapidly going to decay.

"Only a small amount of materials have been used or sold on this canal, as provided for by the act, chapter 278, laws of 1844, as they are mostly situated at too great a distance from market, or from any navigable canal, to allow of their transportation and sale."

ENLARGEMENT OF THE MORRIS CANAL.

any deep interest.

as a matter of some moment, that a gentle- mere financial matters of a well constructed cost of coal on board the canal boats at Jersey man, the presiding officer of an eastern rail-railway in operation, and well superintended, city will be as follows: \$2 50 at Easton + way, just emerging from its difficulties, had are within the range of the powers of any \$2 00 freight to Jersey city, \$4 50 per ton, been chosen president of the company which tolerable man of business; but, before deter- at least half a dollar per ton more than the had effected the purchase of the Morris canal. mining on the enlargement of the Morris ca. trade can possibly afford. What the actual It was also - if not directly stated - at least nal, we should thoroughly understand the cost is likely to be, we may perhaps undering of the stock of the above railway was bearings, the cost of transportation should be city of the old canal, the cost per ton per mile, mainly due to the exertions of this gentleman; well examined, and, above all, the capabilities the express of working the planes, the suptherefore it was at once concluded, that a sim- of the present canal, as regards quantity and ply of water and the dimensions of the boats ilar happy result must attend his efforts in price, should have been laid before the publand locks on the old plan; then a report from the case of the Morris canal. Now the two lic in the clearest manner, followed by an an-some engineer of standing of the cost of encases are entirely dissimilar. We avoid alysis of the means by which the doubling larging the canal, after a close survey of the names, for the Morris canal is merely chosen of its capacity would render it productive to entire line, showing us clearly the manner in as an example; and, we are happy to state, the shareholders. To do this is no three or which boats of double the size would cheapen that what we have heard of the abilities of four weeks' work; and, without the least dis- the cost of transportation, so as to render the the gentleman alluded to, is favorable. The respect to the mercantile community, we say, sum required for the original purchase as eastern railway was constructed by an expethat the ablest mentof business in the city well as the sum required for the culargement rienced and educated engineer, who had seen would find long and close study indispensable judicious expenditures, will furnish us with much service under Messrs. McNeill and to fully comprehend this matter, even when the necessary data. These data should have

has occasioned some interruption to naviga- and has, we have always understood, been such an investigation admits of. We go furtion on the levels north of the feeder, and be-respectably superintended. But a large portion ther: the higher order of merchants unfor-"Until more water is obtained, either by tion of the funds for the construction of the tunately a very small class—would be the bringing in other streams or by constructing road, consisted of a loan from the State of most anxious to secure eminent professional a reservoir on Mill creek, as suggested in the Massachusetts-a most singular move by the aid, and the greater their abilities, in their report before referred to, these detentions to way-and debts to some amount were in-own department, the higher the qualifications navigation, will in all probability, continue to curred. The projection of the railway was they would look for in their engineer: those occur in low stages of water." * * premature, hence the income for a few years of more limited capacity would select agents "The work on the unfinished part of this premature, hence the income for a few years of more limited capacity would select agents canal, generally remains in the same condi- was comparatively small, and, even when it of their own calibre, for the rule works both tion as at the date of the last annual report. had materially increased, the interest on the ways to admiration. At the same time there "The foundations of the locks and some of loan, and the payment of debts falling due, may be some embryo Smeaton or Telford inthe other in chanical structures are exposed absorbed all, leaving nothing for the share- cog, under whose auspices the Morris canal to injury, and in some instances the walls of holders. Under such circumstances, there is to become an honor to the country; if so, "The Rockville reservoir has received con- some tact was required on the part of the di- him to the public. siderable injury from freshets. The waste rection, to prevent an explosion among the Now as the company gives us no data, we way to discharge the surplus water, has been shareholders. This is their great merit; and must go to work with such materials as we

was no remedy but patience, and doubtless we would advise the company to introduce

have at hand. The cost of coal at Easton, Now the difficulties in the way of the Mor- the western terminus of the Morris canal, is ris canal are of an engineering nature, and \$2 50 per ton, and, unless it can be carried the services of a good man of business, though for \$1 50 thence to New York, the trade always useful, dwindle into insignificance will seek other channels. The experience when we examine the great and complicated of the Schuylkill canal has demonstrated, that engineering considerations which must be with boats as large as those to be used on the thoroughly discussed and mastered, before the enlarged Morris canal, a total charge of one enlargement of such a singular canal could cent per ton per mile is ruinous. That canal be confidently recommended to the share- is 108 miles long, and has 616 feet lockage; holders. Yet it was within a very short time the Morris canal is 101 miles long, and has of the appointment of the president, that the 1,600 feet rise, principally overcome by means intention of enlarging the canal was an of inclined planes. The lowest down freight nounced all over the country, though we con- on the Erie canal (363 miles long, with 698 We propose briefly to discuss the prospects fidently assert, that—supposing the enlarge- feet lockage,) which yields any return, is two of this undertaking, not on account of its own ment desirable—our ablest engineers would cents per ton per mile, and it is the large importance, though that is by no means slight, have required more time to investigate the quantity of up-freight, at high rates, four to but because it offers an apt and very timely case, than the present direction has taken to five cents per ton (2,240 lbs.) per mile, which illustration of the causes which have produced put the work under contract; we might all enables them to carry flour in full loads at the failure of nearly every public work in most say, than the time in which it is to be two cents per ton per mile. Now, assuming which the merchants of this city have taken completed—the end of May, as we find it in that freight can be carried as cheaply on the the papers, for we have heard of no report, Morris as on the Erie canal-which no man Some few months since it was announced, or the appointment of an engineer. The in his senses can suppose practicable—the very broadly intimated, that the better stand-coal trade in all its numerous branches and take to determine, when we know the capasanction, obtaining which the work would be on a respectable footing. Suppose—to use the grandiloquent language of the day—that some "celebrated financier" had been appointed to the commend of Purrile float on the grandilogue of the grandilogue of the day—that appointed to the commend of Purrile float on the grandilogue of the grandilogue of the day—that appointed to the commend of Purrile float on the grandilogue of the grandilogue of the grandilogue of the day—that appointed to the commend of Purrile float on the grandilogue of the grand pointed to the command of Perry's fleet on in operation, from those of the engineer who the novelty. is to lead the Morris canal to success, supposing success to be attainable. We must resume the subject at some other time.

MISCELLANEOUS ITEMS.

Railroad Metings .- Our citizens are ton Gazette. now thoroughly aroused on the subject of the comtemplated railroad from Columbus to the Lake-and we think, from present indications, that the work will not only be son, Miss., is to be finished at last. All the and the rates thereafter would be 25 cents speedily connenced but prosecuted to com- difficulties which have heretofore prevented to Lynn, 40 cts to Salem, \$1 to Newburypletion. Two meetings have recently been the completion of this road are now removed, port, with a proportionate reduction at other held relative to the subject—the first on and we learn from the Port Gibson Herald, way stations. If the Maine road consents Thursday evening 19th inst., the second on that the sum required for the purchase of thereto, the fure from Portsmouth to Boston Tuesday last. Both were very large, the the right of way, amounting to the sum of will then be \$1,50. proceedings spirited, and marked by the most \$10,000, has been liberally subscribed by and influential farmers, all of whom appear. funds (some \$ 0,000) will be raised for finishlocation of the vast importance of ing the railroad.—Ledger. the work, and expressed their undoubting united effort, to construct it. - Let the other the Governor to receive from individuals or and rich agricultural section of the State. counties but show the same spirit that Dela- corporations propositions for purchasing the the speedy accomplishment of the work. - legislature. O'entangy Gazette.

last, our ears were greeted with the steam ture for the incorporation of the Wisconisco within the time specified in his contractwas presented the novel and imposing spec- it on advantageous terms. A moderate out- tire length of the structure, and the fifth tacle, henceforth to be a common occurrence, lay will suffice to bring it into operation. will be completed to-day. The ropes will of a train of cars leaving our Depot, for The Canal will connect the State Canal at then be wrapped in annealed wire, (No. 14) each of the four points of the compass at Duncan's Island with the western terminus which will render it one solid mass, and as the same hour. One for the metropolis of of the Lyken's Valley Railroad, which latter each individual wire is varaished before it is New England—one for the capital of the penetrates the first or lower great Anthra-put across, and as the whole will be painted Empire State—one for the capital of Concite Coal field of Pennsylvania. necticut, and thence to the Commercial emits way northward, to meet the coming tide months since as being under contract, pene- weather. On these two immense wire ropes of business along up the valley of the Contracts the same coal field at another point; the structure is to be suspended.—But this necticut—and ultimately we doubt not, of and has its western terminus on the Pennsylis not the only reliance-for strength. The the St. Lawrence, taking in its course the vania State Canal, at a point about eight trunk is to be constructed from pier to pier commercial cities of British America.— miles above Harrisburg. These two works —the sides heing of solid lattice work—that Already, the consummation has exceeded will probably be in operation in the Spring is, strong beams placed in this form, XXX. the most sanguine dreams of enterprise of 1846, and as the exhaustless coal regions The beams are to be placed contiguous to

Hundreds flock daily to see the honest earth with astonishing rapidity. Some fifty 10th inst. horses and carts are on the ground, and men

Grand Gulf and Port Gibson Railroad .-

been laid before the shareholders for their twelve years ago, and the indomitable spirit which they will cause to be opened are so Progress of the Rulroad.—The laborers tation, &c. show conclusively that coal of lake Erie; the only difference would have commenced work on the depot grounds, in been a change in two little pronouns at the the rear of Pleasant St. on Monday week; end of the commodore's laconic despatch, and they have made sad havor with the which would then have read somewhat in this pleasant places, where "many a time and fashion: "We have met the enemy, and-- "ft," a "weary pilgrim" has reclined his tired will always that the demand we are their's." The duties of a purser do not differ more from those of a "fighting captain," than do the duties of the presiding head so the places of their childcaptain," than do the duties of the presiding hood so changed by the "hand of improve. some two or three hundred thousand tons officer of a well constructed eastern railway ment"; but the young are delighted with per annum in the course of the next three

> The Schuylkill Navigation Company have Hibernians ply the nimble shovel. They are determined to let the water into the canal as industrious as bees, and they remove the and open it for trade on Tuesday next, the

> The Post says it was announced to the enough to keep them a moving .- Northamp- Ruilroad Committee, at the hearing Tuesday afternoon, by the President of the Eastern Railroad company, that a reduction of fares The Railroad from Grand Gulf to Port Gib- on that road would be made about April 1st,

We learn that the citizens of Canandaigua perfect unanimity of sentiment. A consi- the citizens, and the agent of the road has, are taking into consideration the construcderable number of persons addressed the meet. it is said, gone to Philadelphia to complete tion of a railroad from that place, along the ings, including some of our most substantial the arrangement by which the necessary west side of the Lake, to Bath, on the Cho-To the Michigan Legislature notice has distance is about sixty miles, and the route confidence of our ability, by a vigorous and been given of a joint resolution authorizing favorable; and passing through a populous

The Aqueduct.—We paid a visit last week ware exhibits, and perform their portion of works of internal improvement belonging to to the new aqueduct, now being constructed the task, and there can be no doubt as to the state, and report the result to the next by Mr. J. A. Roebling, across the Alleghany. Since the commencement of the work, Within a few days past a Bill has passed Mr. Roebling has faboured with the utmost Another Railroad Open .- On Thursday both branches of the Pennsylvania Legisla- perseverance, day and night, to complete it whistle from a new quarter, and our eyes, Canal Company. This Canal is one of the the first of April. The suspension ropes, in a short time, with a view of the new en unfinished works of the State, although it which extend from pier to pier in the form of gine "Northampton" as she came puffing in was about four fifths completed some three an inverted arch, are to consist of seven to our Depot with the first train of cars upon or four years ago; and the object of the pre-strands of wire, each strand being about the Northampton and Springfiled Railroad, sent legislation is to induce its completion three inches in diameter. Four of these from Cabotville. On Friday at 31 P. M. by individuals, who will be entitled to hold strands are already finished across the en-The Bear Mountain Railroad, which was pervious to water and consequently not liaporium of the Union-while another winds noticed in this paper some two or three ble to be weakened or impaired by the ropes, will be a firm and strong structure, capable, not only of sustaining its own weight, but, also, of bearing up as much additional work as a lattice work bridge would do. In effect, the trunk is a lattice work bridge without arches, like those across the Beaver river. The ropes being suspended across strong stone towers placed upon the piers, are in fact inverted arches, capable of sustaining more than double the additional weight which the letting in of the water would place upon the trunk,-the trunk itself is an independent, strong and immovable structure: so that when finished, the aqueduct will not be liable to be moved, either from the swell of water or the effect of storms.

The wires are carried across the river traverses the whole distance upon ropes unwinding the wire from the reels as it goes. The ropes are moved by horse power.

The splices of the wire are made by placstrongly, that sufficient force will break the wire, but will not affect the splice. We saw this satisfactorily tested.

When finished, the large ropes are to be will enable him to do it efficiently and expeditiously. Labor and energy on the part of the contractor, have done every thing in trunk is yet to be put up, he is confident of Empire S ate. being able to do it within a short time af-

The work is one which will be a credit not only to Mr. Roebling, but to our city, composed as it is of the manufactures of our unsurpassed Chronicle.

that something or other must be done to formation, easily get over all that was then to machine, useless and valueless, and the cost

finished the trunk alone, without the wire ruinous schemes by plausible adventurers; also to make the railways yield the accommodations which the community has a right to expect. We are not prepared to discuss greater here than in Europe. At any rate, we of New York know that such men as the sense of honor, and success in civil engineering, would present insuperable bars to their advancement. In Massachusetts, the system from one pier to another, by a wheel which fortiori, better than in Pennsylvania, an acwhich brings men of a higher grade into public life. Many entertain the idea that construct railways wherever they please, leaving it to the common sense of the public to look after their own interests as sharewrapped by machinery—the invention, we holders, and trusting to the spirit of private helieve, of Mr. Roebling himself, which enterprise to prevent imposition by wholethe latter plan, but unfortunately it is im. in the "Times," could come to a correct practicable in New York, as it conflicts with the first of April, and if it is not completed the purity of our republican canal instituby that time, which is doubtful, as the whole tions in a manner not to be tolerated in the hand. But when the various raunifications

BOARD OF TRADE AND THE RAILWAYS.

mechanics.—Pittsburg pected it would take a minute view of all ted, to afford an opinion worth anything, Maryland Coal .- We notice that at the of the fitness or unfitness of certain lines in ters of the subject in all its details on the new wharf of the Maryland and New York an engineering point of view, and the abili- spot. If any one doubts this, let him look Iron and Coal Co., Canton, the bark Daniel ty of the parties to carry them out as ex. Webster is taking in a cargo of 400 tons of Coal from the Mount Savage mines, destined for Port au Prince. It is, we learn, designed for the use of the French Naval service.—

The investigations made at Washington in report in favour of the Port au Prince and long and laborious interest in favour of the Port au Prince and long a The investigations made at Washington, in report in favour of to Parliament, and which tion, and long and laborious investigation reference to the comparative value of the against, but it has left us no clue as to the demanded, to decide correctly, and to do different coals, in our country, particularly nature and character of its intended reports justice between railways and the district for steam purposes, it will be remembered to the legislature. According to the state- they have to serve. resulted in giving the Maryland Coal the pre- ment of Captain Laws at Brighouse. Lord Railways are not like common roads, of a ference. Hence this demand for foreign Dalhousie has determined to report decided moderate cost and accessible at all points, use. The time will come when Baltimore ly on every case. If this "decidedly" in which, if an error is committed, like a will be the great Coal mart of the Union .- means fully and specifically, the Board will silver or gold trinket, they will be worth Balt. Pat., Monday.

have enough to do to steer clear of error, in something when of no use for their original the numerous schemes before it and from the impossibility of its obtaining that information necessary for such a report within great expense. They can only be approach. erally, and more particularly by those in any reasonable time. We will mention one ed at points distant from each other, and are Massachusetts, where they are about estab-lishing a Board somewhat on the English lishing a Board somewhat on the English went to Leeds he was so fully, as he thought, construction or position, they become like plan. It appears to be generally conceded, satisfied that he could, with his previous in the iron castings of a great and expensive

each other for greater strength, so that when prevent the public from being drawn into be done, that he made his arrangements to leave Leeds in three days. However, such he found to be the difficulty in obtaining information and weighing that which he received, and in examining the plans, sections, and part of the ground, and inquiring into this question now, but it strikes us, that the the nature and character of the trade of the difficulty in the way of filling a Railway district, that though he exerted himself to an Board with competent members will be much extent which overpowered his physical abilities, it cost him sixteen instead of three days before he could leave Leeds, and then a great deal was left unfinished. The same Stephensons, Rennies, &c., would never rise happened at Manchester, where he was above the rank of assistants on our State a much longer time, and at Newcastle and works, where liberal acquirements, a high work. He has been heard to say that twelve months' incessant and undivided attention at the several places together, would not be enough to enable him to report satisfactorily to himselt on the schemes now will work better than in New York, and, à out. If, then, such be the labour required by a man of most active habits and intimately account of the more advanced state of society quainted with all the principles and bearings of railways from their very origin, what time must be required by gentleman almost fresh to the subject, and who have ing the two ends together and winding them the true plan is, to pass some general law not half, and, perhaps, we may say, not a with fine annealed wire, and it is done so under which individuals may associate and tenth the facilities of getting and eliciting true information that he has?

> Our opinion therefore, is that the Board will not venture to report in detail on the schemes brought before it. If it should, it will be at a great risk to its own character, and the interest of the public. No man, as some rivalry. We confess our leaning to was observed in two very able articles lately the ground, with the plan and section in his of trade, the bearings of new schemes on existing lines, the requirements of peculiar lo-Many speculations have been affort re. calities come to be considered, it is extremespecting the course the Board of Trade ly difficult, and we think impossible, for any would pursue with the railways. Some ex. body of men, however industrious and talenthe circumstances of the railways, and unless by a cool and deliberate inspection others that it would merely give an opinion of the locality, and making themselves mas-

ple waste of money, however great it may in comfort by a new line, which cannot be unless very glaring. What will be the conbe, nor to a short period. A railway once put in competition with the sacrifice of so sequence? Why work will be done which be, nor to a short period. A railway once put in competition with the sacrifice of so sequence? made is a fixture, and, if badly laid out, per-petuates its injury. For though another may

The cases we have mentioned show the individuals suffer by it ad infinitum, and be constructed, it is two to one if the desire very great care that is necessary in the de-hundreds of thousands, perhaps millions, of keeping as far off as possible, and the cisions of the Board of Trade. We do not spent in a mischievous rather than a beneficommendable principle of not allowing exist adduce them to deter the Board from the cial object. Rash and daring decisions are, ting lines to be unnecessarily interfered free exercise of its power, nor to prejudice therefore, to be deprecated, and however with, do not drive it as much the other side of the public; but if possible to increase its desirable it may be for promoters of schemes

railway subjects is easy, let him take the Board's decision will be a matter of no time to digest and mature its opinions than up the Churnet Valley case, and he will find ordinary importance. Government will, no to adopt error. it difficult to say anything on one side, to which an equally good set off may not be made on the other. That the Churnet is a very good line no man doubts; that it is the line which ought to have been made, and would have been made, if it had not been for the blundering conduct of the government officer, is equally certain, but the difficulty is, since the Grand Junction and Manchester and Birmingham are in existence, to say whether this very good and proper line shall now be made or not. If one says that it ought not, he is met by the question, "Shall all that large and populous district between the Derby Junction, and Grand Junction, and Manchester and Birmingham railways be left unprovided with a railway, and the 400,000 inhabitants of Manchester, the capital of the manufacturing districts, be sent for ever miles further round, to support the monopoly of an ill judged line?" If on the other hand, be contends that it ought to be made, he is met directly by the following argument, "Is there not already a very good railway communication with Manchester by lines which have done the public good service? If you destroy railway property thus, by competing lines, who will invest their money in such property?-and what will be the consequence, but an abandonment of schemes highly advantageous to the country?"

Now who would hastily decide in the face of such conflicting and powerful arguments ! We are in favour of the Churnet line, but we candidly admit, that the arguments on the other side are very weighty, but not so much so, as those given by us in our last. in favour of the Caornet.

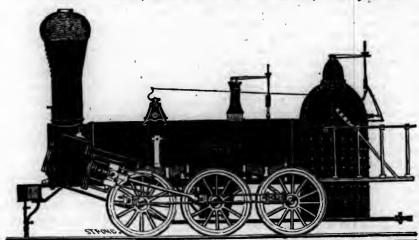
The Brighton is another case of difficulty, though not equal to the former. A line is made through the recommendation of the Government officer, which ought never to have been, and the question is, whether the one originally laid out, ought now to be granted. To our mind it ought not. The public, we admit, would have been carried via Shoreham, on a much better line, and more comfortably, and for the benefit of commerce, Shoreham, on account of its harbour, not Brighton, is the proper place to reach first. The voice of reason was, however, not heard or not listened to, and the present Brighton line was made at an enorpublic is carried in a shorter time than it

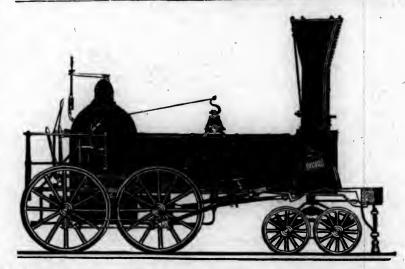
Neither is the mischief confined to a sim-that the public would gain nothing except and Parliament will hence sanction the error,

of construction is just so much money could by the other, and, there is every readoubt, support it by the whole weight of i's wasted. the true course as the existing one is on this. care and caution to avoid error to which the to know their fate as early as possible, we To those who imagine the decision on very best of us are so liable. An errer in would rather see the Board of Trade take

NORRIS, LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inc	hes Dia	meter of	Cylinder	, × 2	0 inches	Stroke.
66	2,	14	44	"	ű	× 2		"
"	3,	141	"	66	. "	× 2	20 "	(6
"	4,	121	"	44	66	$\times 2$		46
"	5,	111	"	66	ee.	$\times 2$	0 "	C:
"	6,	10 j	66	66	" .	× 1	8 "	66

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, mous expense. By this line, the Brighton for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Ream

Beam

Section

KITE'S PATENT SAFETY BEAM.

Safety

Saicty

SLAN

LLEVATION

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which ocsince on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accider toc-curred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and serioushaps thrown the whole train on the last ly injured, if not killed many of the passengers.

Wilmington, Del., S-pt. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have ftr some time been applied to passenger cars on this road, and experience has tested that they fuly: cco nplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with e tire safety. Had not this invention been u ed, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

The Model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. John S. Darcy, Esq., President. J. P. Jackson, Esq., Secretary.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. Worthington, Esq., Treasurer.

Leave New York, foot of	D.	AILY.	SUNDA	4 Y .
Courtland street.	A. M.	P. M.	A. M.	M.
For Newark	9, 11, 12 9, 11	2, 3, 43-4, 6, 71-2 2, 3, 43-4, 6.	9	4 3-4
" Rahway	9, 11	3, 43-4, 6		
		834		81-2
Elizabethtown	7. 71-2. 81-2. 101-2.	4 3-4, 9 1-4	1	
Newark For New York.	71-2, 81-4, 9, 11	112, 4, 51-2, 7, 93-4	11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark Elizabethtown Rahway New Brunswick	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown	14 1-2	31 1-4	51-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	87 1-2
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

R. CASEY, CIVIL ENGINEER, NO. 23. Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and by loges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public werks.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed. - REFERENCES

Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, "Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroal."

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PRING STEEL FOR LOCOMOTIVES,
Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices and the

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LONG ISLAND RAILROAD COMPANY

LONG ISLAND RAILROAD COMPANY
Trains run as iollows, commencing November 1st, 184:

Leave Brooklyn at 8, a. m. 17½ New York
stde)—Bosted Train—For Greenpert, daily, Sundaya excepted,
stopping at Farmingdate and St. George's Manor.

Leave Brooklyn at 9, a. m. for Hicksville and intermediate
places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenpert and in ermediate places

Leave Brooklyn at 4, p. m. for Hicksville and intermediate
places, daily, Sundaya excepted; and on Saturdays to Suffolk
Station.

Station.

Leave Greenport for Brooklyn, Beston Train, at 1, p. m. or on the arrival of the steamers, daily, Sindays excepted, stopping at St. George's Manor and Farmingdale.

Leave Greenport at 29, a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Welmesdays,

Brooklyn and intermediate places, and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7, s. m. and 13, p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at

Leave Brooklyn at 45, p. m. for Jamaica.
Leave Brooklyn at 25, p. m. for Brooklyn.
Leave Jamaica at 8, a. m. for Brooklyn.
Leave Jamaica at 35, p. m. for Brooklyn.

BOSTON AND PROVIDENCE RAILROAD.

PASSENGER NOTICE—Winter Arrangement.—To commence Monday, November 4.

On and over Monday, Nov. 4, the Passenger Trains will run as follows:

For New York, Night Line with Scarnet Steemen Lowe.

On any stept Monday, Nov. 4, the Passenger trains with run as follows:

For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Theestay, Thursday and Satorday.

For New York—Morning Line, via Long Island Railroad—Leave Boston at 8 A. M. on Monday, Wednesstay and Friday.

Buston, Providence, Taunton, New Bedford and My Trains.

Leave Boston at 8 A. M., and 3\(\frac{1}{2}\) P. M.; and Providence at 5

A. M. and 3\(\frac{1}{2}\) P. M.

Taunton at 2\(\frac{1}{2}\) A. M. and 2\(\frac{1}{2}\) P. M.

Eave Boston at 9 A. M. —3 P. M., 5\(\frac{1}{2}\) P. M.

Leave Boston at 9 A. M., 10\(\frac{1}{2}\) A. M., 4 P. M.

All baggage is at the risk at the whiers thereof.

WM. RAYMOND LEE, Supt.

WM RAYMOND LEE, Supt.

FITCH BURG RALLROAD.

OPEN TO ACTON.

Passenger Thous will run as follows:
Leave Charlestewn at 8 A M, and 1 and
10 51 A. M., and 56 P. M.

Stages, on the arrival of the first Train of Care at Acton,
leave daily (Sundays excepted) for Littleton, Groten, Townsend, Lonenburg, Fitchburg, Aslburnham, Wauchedon,
Westminster, South Gardner, Templeton, Fhillipson, Athol,
Mass.; Fizwilliam, Troy, Swinsey, Keene, Walpide,
Charlestown, N. H.; Chester, Windsor, Woodslock Rutland, Middlebury, Royalton, Montgeher, and Burlington, VI.

For further information, apply to THOMAS A. STAPLES, No. 35 Hanover at. or 12 HIGELOW, No. 11 Elm st.,
Roston, Passengers leaving their names at the above offices,
will be supplied with Railroad and Stage tickets, and conveyed to the Fitchburg Railroad De-10. five of charge.
Coacless will be at the Depoi in Charlestown, do the arrival of the Cars, to convey passengers to any part of the city.

3 M. FELTON, Engineer.

TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A. M.	P. M.	MILES.	FAR
oston	Portland	Eastern,	Daily,	71,	21,	106	\$3 00
"	Portsmouth		"	71,	21, 41,	54	2 00
44	Newburyport		"	74,	21, 41,	35	1 25
"	Salem	"	"		21, 31, 41, 6,	14	50
44	Portland	Boston and Maine,	46	74	21	109	3 0
ortland	Boston.				3	109	3 00
oston	Lowell	Boston and Lowell,		7, 11,		26	75
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	Concord.	Concord,	44		31	76	2 0
oston	Boston	Concora,			21	76	2 00
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oston	Nashua	Nashua and Lowell,		7, 11,	3,	41	
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	Albany	Western,		2,	28,		6 00
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oston	New York via New Haven		"		21,		
harlestown	West Acton	Fitchburg,	" ,	8,	1, 41,		
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"	Providence	" "	Daily,	8,	31	41	1 50
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	" (accommodation do.).		Mon., Wed. & Fri.,			95	2 25
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ew York	Albany & Boston via N. Haven	Steamer,	"	61,			5 00
"	Middletown		"	8, 3,		53	
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ottsville	Philadelphia		**	9,		94	3 5
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AMERICAN RAILROAD JOURNAL,

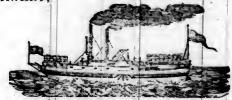
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SECOND QUARTO SERIES, Vol. I., No. 12.1

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THE AMERICAN RAILROAD JOURNAL

is the only periodical having a general circulation THOSE INTERESTED IN throughout the Union, in which all matters connected with public works can be brought to the notice of all and Managers are respectfully invited to the control of the control persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising the undersigned. times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Our improved Spark Arrester: have been extensively used during the last year on both passenger and freigh engines, and have been brought to such a state of perfection that no annovance from sparks or dust from the chimney of engines on which they are used is experienced.

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TO RAILROAD COMPANIES AND MANter about 10 tons, with Tender complete, m de by
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will be executed with promptness and despatch.
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—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to tent obtained by the late Rev. F. W. Geissenhainer, Railroad Componies, Iron Founders, and others in are prepared to grant licenses for the manufacture treested in the works to which the same relate. Componing to Mr. Grang's principle. THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotives and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steimboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders reathord Componies, from Founders, and construction of Iron according to Mr. Crane's principle.

panies reconstructing their tracks now have an opportunity of improving their roads on terms very adjusted. No. 4 Sout Fronth st., Philadelphia, Pa.

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Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

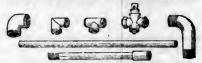
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PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to ½ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. L*, and other fixtures to suit, fitting logelier, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and 6ther STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Italston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald

apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dain For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68 497 square feet, with the following buildings 68,497 square feet, with the following buildings thereon standing.

Main brick building, 129 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the

Forge shop, 118 feet long by 41 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451, and for the foundry and forget for the form of the form

feet two stories high, with a shed part 45 x20 feet, containing a large air funace, cupola, crane and corn oven.

Store house-a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st, containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
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LOCOMOTIVE NORRIS' WORKS





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke. 66 × 24 66 2, 14 44 33 44 3, 44 \times 20 44 22 141 \times 20 66 6: 44 66 64 121 111 22 44 4: 4: 5, \times 20 6; 46 44 101 \times 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

AND TAUNTON RAILROAD CORPORATION.

Amount of capital stock paid in, \$400,000. Amount expended on cost of road at the May last. time of the last annual report, \$396,253 56; since which time there has been paid for land, &c., \$256 62. Total \$396,510 18.

Amount paid for 20-31 parts of engines, cars, &c., at the time of last annual report, lancous trains, 1,575. Total, 42,350 \$32,289 69; amount expended since, \$2,-161 83. Total, \$34,451 52.

Whole cost of road, engines and cars, \$430.961 70.

The receipts during the year, ending 31st

December, 1844, have been as follows:
Amount received for transportation of passengers, \$46,744 63; merchandize, \$14,-414 57; U. S. Mail, \$2,109; from Taun- the said persons, after a patient investigaton Branch Railroad Corporation, under our agreement with them, on 1st November, 1839, \$1,708 54. Total, \$64,997 74.

The expenditures during the year, ending 31st December, 1844, have been as follows:

Repairs of road, \$3,786 62; repairs of engines and cars, \$6,893 77; fuel, oil, salaries and miscellaneous expenses, \$13,500 12. Total, \$24,180 51.

There have been two dividends declared during the year, of 3 per cent. each, on the amount of capital \$400,000, say \$24,000.

Statement of the number of miles run by the different trains over the road, for the year ending 31st December, 1844:

Passenger trains, 26,880 miles; merchandize trains, 12,520; clearing track of snow, 401; gravel trains, 595. Total, 40,-396 miles.

LOWELL RAILROAD CORPORATION.

The total amount of capital stock paid in, year. is \$380,000.

The amount expended the past year including the sum taken previously from the paid the sum of \$97,820 00. contingent fund, is for repairs of road and depots, \$20,618 61; for repairs of engines and cars, \$19,220 40; for fuel, salaries, and all Total, \$59,643 78.

The amount received the past year, isfrom passengers, \$47,165 67; from merchandize, \$44,753 84; from miscellaneous receipts, \$2,668 29. Total, \$94,587 80.

The amount expended for repairs of road and depots, and for engines and cars, includes ken from the contingent fund during the machinery for repairs.

\$5,645 68 of the above sums was included from the same item in this report.

other six per cent.

Owing to the public patronage of the first day of April last.

on the 1st November last. A reduction on declared by this corporation. freight of an equal amount was made the 1st

The number of miles run by our locomotives during the year, has been as follows:

With merchandize trains, 11,900 miles; with passenger trains, 28,875; with miscel-

FIRST ANNUAL REPORT OF THE OLD COLONY RAILROAD CORPORATION.

The act passed March 16th, 1844, creating the 'Old Colony Railroad Corporation,' vested in the persons named in the first section of said act the choice of one of two ber 30, 1844, have been as follows: routes. In the exercise of that authority, tion of the whole subject by a competent committee, adopted the route first mentioned and described in said act.

Sufficient subscriptions having been first obtained, this corporation was fully organized on the 25th day of June last, by the choice of seven directors, and the adoption of the necessary by-laws.

In accordance with the foregoing decision after a very thorough and careful survey and examination, the line of the road has been definitely located from Little Neck, in Dorchester, to Plymouth, and the grading and masonry of the entire line has been put under contract upon terms as favourable as had been anticipated, and the work has been commenced and is now rapidly progressing. The other contracts are in a state of forwardness, and the directors confidently an-NINTH ANNUAL REPORT OF THE NASHUA AND ticipate that the whole line will be finished Total amount of income, and opened for use before the close of another

> Seven thousand shares of capital stock have been created, on which there has been

The expenditures have been as follows: For preliminary surveys, engineering and other expenses, \$3,579 50; for land and other miscellaneous expenses, \$19,804 77. damages, \$31,095 29; amount cash on hand other miscellaneous expenses, \$19,804 77. damages, \$31,095 29; Total \$87 to balance, \$53,145 21. Total, \$87,-

> SEVENTH ANNUAL REPORT OF THE WEST STOCKBRIDGE RAILROAD CORPORATION.

The whole amount expended by the cor. The number of miles run by other poration for the original construction of the the sum of \$18,216 41, which has been ta- road, interest on money borrowed, and expenses attending the original construction, last four years, and expended as the public is, \$41,316 29; there is due from the corconvenience and economy required, for al- poration for money borrowed, and other teration and enlargement of depot, side debts created in constructing the road, motive engine, passenger cars, and sundry the road, including interest on money borowed, \$41,516 29.

SIXTH ANNUAL REPORT OF THE NEW BEDFORD the net income of passenger fare, took place made on the first of April last, the first ever

A settlement of all existing claims and differences between this corporation and the Hudson and Berkshire Railroad Company, has been made during the past year.

The whole number of miles run by passenger and freight trains on the road during the year, both being commonly run in connection, is 4258.

TENTH ANNUAL REPORT OF THE TAUNTON BRANCH RAILROAD CORPORATION

The total amount of capital paid in, is \$250,000 00.

The expenditures during the year ending Novem-\$6,880 51 3,729 80 For repairs of the railroad, Amount paid to the Boston and Providence Railroad Co. for their portion of the receipts from pas-42,823 54 sengers and merchandise,
Amount paid to the New Bedford
and Taunton Railroad Co., under the agreement between the two Corporations, and an account of 3,757 73 freight, 12,136 67 1,008 00 Miscellaneous expenditures, Expended on depots, 70,336 32 Expended for new merchandise cars, 1,189 01 \$71.525 33 Total amount of expenditures, The income of the corporation during the year

ending November 30, 1844, has been as follows:

Amount received from the trans-\$65,348 91 portation of passengers, Income from transportation of mer-28,920 66 2,417 08 chandise, Miscellaneous receipts, \$96,686 65 A dividend of four per cent. has been declared, payable on June 19, 1844, amounting to

\$10,000 00

13,944

6,930

21.570

696

A dividend of four per cent has been declared, payable on Dec-cember 23, 1844, amounting to 10.000 00 \$20,000 00 Branch Railroad exclusively, during the year ending Nov. 30, 1844,

has been The number of miles run by merchandise trains during the same period, has been trains, has been

Total.

SECOND ANNUAL REPORT OF THE WORCES-TER BRANCH RAILROAD COMPANY.

This railroad, commenced in November, track, renewals of road, and for a new loco- about \$200 00; making the whole cost of A. D. 1843, has been constructed from a point on the Boston and Worcester Railroad, a few rods west of the covered bridge Since the presentation of our last annual in this town to the depot at its north terunder the head of miscellaneous expenses report, we have made contracts with the minus on Lincoln square, where a few days' in our last report, and has been deducted Berkshire Railroad Corporation, and Hud-labor on the turning table and connecting son and Berkshire Railroad Company, rest track will make the work complete. The During the past year, there has been di-pectively, for the joint use of the railroad railroad has been partially used since the vided from the profits of the road, \$38,000, and buildings, copies of which are hereunto 4th of July last, but there have been interbeing two dividends, one of four, and the annexed. The two corporations have occurruptions from repairs of the high embankpied the road under said contracts since the ment at the junction with the Boston and first day of April last.

Worcester Railroad, and its use has been road, a reduction of about 20 per cent. on A dividend of four dollars per share was obstructed by the want of turning tables,

side tracks and other arrangements, which The decisions show a want of sound princi-and against the board of trade. will soon be supplied.

On the fourteenth of August last, the com-

Total, \$8,237 85.

construction, \$9,430 83.

The claims and accounts outstanding, are estimated at \$505 93.

BOARD OF TRADE AND THE RAILWAYS.

If the Board of Trade continue as it has begun it will merit the gratitude of the conntry. Its decisions on the Kent lines have been as judicious as they are just. Some of the schemes rejected are, no doubt, very good things, but the principle which seems to have guided the Board is a proper balance between the wants of the public and protectic interests are to be totally disregarded. tion of existing railway interests. If present Companies can and will do that for the public which they ought, the Board has shown a disposition to support them and to Herods Herod, in the way of government crush meddling interlopers. Such conduct meddling and mismanagement. We queswill give a stability to railway property and encourage legitimate enterprise, and is therefore both right and proper. But nothing the Board has yet done will admit of the inference which has been drawn from it by some. They think because it has to a certain extent protected railway property that it will crush all new schemes which affect Our conclusions from present railways. what it has done are very erroneous if it is so. We believe the Board will protect existing railways so far only as the public by that protection can be benefitted. If existing lines cannot serve the public as it should be served, then new lines to other parties will be granted, though these new lines should interfere with old ones. It would indeed be very hard if one portion of the country must be for ever damnified to support railways either not well planned in the beginning or not sufficiently comprehensive, or from circumstances incapable of rendering that service to the community which is want. ed. We are of opinion that such lines, though respected to a certain extent, will not be fenced round by the Board of Trade in their monopoly.- Heapath's.

NEW PROJECTED RAILWAYS.

of trade with regard to railways, which we the reins. The ultimate designs of the board advertisement, for 1000 tons of cast-iron rails, have arranged on a more convenient plan. of trade are, on their own confession, to buy as published in the Mining Journal of the We regret exceedingly that want of space up all the railways in the country and possess 4th inst. The contract was taken by Messrs. the gross errors and flagitious transactions of the engineers will become the members of an the railway department. We have repeated English Corps des Ponts et Chaussees, a rely deprecated these interferences with private sult which no well thinking man will desire cern, headed by the experience of Mr. enterprize, for we are convinced that the re- to see produced, for it must both morally and Buckland, are impressed with the superiori-

ples which justifies our previous doubts, and be no tampering, no paltering, no hesitation makes us very mistrustful as to the propriety no dependence, no reliance upon anything, pany voted to create and offer to the origin- of allowing powers so exorbitant to remain but the certain effects of a strong pressure al stockholders, seventy shares of new stock in such hands. The partiality exhibited to from without.—C. E. & A. Journal. at fifty dollars per share, to provide funds wards the old companies, the disregard of for contracts and claims on the company, public interests, and the inattention shown to The amount received for stock is \$3,125. the most meritorious plans, are features which do. tolls, \$-7 85; due for stock, \$25 00; eminently characterize the proceedings of the board. The rejection of the Salisbury, Ex-There has been expended for land and eter and Falmouth line is a prominent instance of mal-administration, and has no grounds on which it can be justified. Here is a railway proposed to pass along the existing mail route, protecting a valuable line of traffic, communicating with important towns, and having for its terminus the packet port of Falmouth, and the large and wealthy mining districts of Cornwall. The saving in the journey to Falmouth would be 46 miles, one hour and a half, and 10s., and yet all these facts are overlooked, and because there apath's. is a line of railway from London to Bristol, and another from Bristol to Exeter, the pub-Many cases of great flagrancy might be adduced, but the rejection of the Salisbury and Iron Works (and subsequently an additional Falmouth line furnishes a case which outtion even whether the continent could produce any parallel to this proceeding, which is equally mischievous and unjustifiable.

> We would seriously urge upon engineers prospects before them. neers are in a state of thraldom, the mining engineers are threatened, and the marine en-nal. gineers have reason to apprehend a new attack. Three or four years ago it would have passed belief that such things should be meditated, it is even now almost incredible that they have been carried into effect. It is painful to reflect that our most eminent engineers -men who have given the profession an universal reputation—should now be dependent for employment on the fiat of a military enplans, estimates and designs are to be subjected to the judgment of such an individual. At present the chain is but light, yet the Stephensons, Brunel, Locke, Cubitt, Braithwait, Rastrick, Macneil and Vignoles, are as 1837, 206,000 tons. 1840, 284,000 tons. effectually exposed to dictation of the board of trade, and as completely at its mercy as it is well possible to conceive. The chain may be drawn tighter, the board of trade may become more exacting, and more meddling, but

MISCELLANEOUS ITEMS.

Midland Railway. - This Company have ordered 6 new passengers engines of a very powerful description. They are to have 6 wheels, 51 feet driving wheels, and 33 feet leading and trailing wheels; 15 inch cylinders; 22 inch stroke; and are to weigh 18 tons, of which 11 are on the driving wheels. They have also ordered two new goods engines of 20 tons each, 6 wheels 43 feet, all coupled. The stroke is to be 24 inches, but the cylinders the same as those of the passenger engines. These engines it is computed will be about, 250 horse power .- Her-

Cashel (Irish) Railway .- There have been 4000 tons of rails for this undertaking. contracted for by Messrs. Cruttwell Allies, and Co., of the Cwm Celyn and Blaina large quantity), at £8. 6s. per ton delivered. They are of the same pattern as those introduced with so much success on the Dublin and Drogheda Railway, patented by Mr. Thomas Evans, of Dowlais Iron-Works, and weigh 92 lbs. per lineal yard, which we believe to be the heaviest rail yet introduced. the position in which they now stand, and the prospects before them. The railway engi. The excellent and powerful machinery at these works is well calculated for turning these monster rails out well. - Mining Jour-

Exportation of Iron.—It is satisfactory to observe, that notwithstanding the almost prohibitory duties in France, Germany, and the United States, the export trade in Iron is still on the increase; and, as the railway system extends in foreign countries, which it must inevitably do, a demand will be created for the articles, the extent of which it is difficult to over estimate. The exports gineer, necessarily incompetent and that their at present are equal to about a third of our entire production, and are in themselves greater than the entire production of 1823.

1837, 206,000 tons. | 1840, 284,000 tons. 1838, 271,008 " 1841, 376,000 " 1839, 269,000 " 1842, 381,000 " 1843, 460,000 tons.

Cast Iron Rails .- The committee of the our engineers have had the bit put in their above company met last week for the pur-We give below the decisions of the board mouth, and it is with the board of trade to pull pose of receiving tenders, agreeable to their deprives us of the opportunity of exposing themselves of them, and it then follows that Buckland, Stothert, and Co., Maesteg Ironsults will prove of most serious injury to the community and to the engineering profession the most serious injury to the community and to the engineering profession them the public. We expect all therefore, as a half feet each, weighing 105 lbs. per lineal engineers are already engineers and as shareholders, to make the government officials. firmest stand in behalf of the rejected lines eighteen to twenty feet each, and are debellied order, and designed, we understand, blast. by Mr. W. Brunton, of Eagle's Bush. The rail and chair are so ingeniously contrived as to form one casting: and although requiring to be moulded in a three part box, yet Mr. Brunton has so arranged this ap paren'ly expensive method of molding, that they are made and turned out of hand with equal facility and cheapness as the common tram plate. We understand that a rail very similar to the above was introduced thurty years since at the Butterley Iron-Works, with great success, by Mr. Brunton, and subsequently on a railroad communicating with Port Talbot. Should the expectations of the committee be realised, as to the greater durability, as well as less resistance to the waggons, together with a better adhesion of locomotive-engines, on their castiron rails, as compared with those of malleable iron, a great revolution will soon be introduced in the construction of railways, as well as a considerable saving. We, however, confess to having our doubts upon these points .- Mining Journal.

Iron. Trade-England and France. While the English Government has of late years been gradually liberating our iron trade from every sort of restriction, the French have been hedging in theirs with every imaginable sort of fiscal protection. Mark the results. In 1841 the quantity of coal raiswhole quantity of coal raised in France. In observed, it appeared very weak, and, though England the average quantity of coal raised of large size, could crawl only with difficul-Journal.

A FEW PARTICULARS OF THE SCOTCH PIG-IRON TRADE.

[From our Glasgow Correspondent.] Total produce in 1844, 346,200 tons.

Exported from Scotland direct to foreign ports 39,200 tons; exported from Liverpool to foreign ports, 33,000; stock on hand here 31st Dec., about 55,000; used for home consumption, 219,000. Total, 346,200 tons.

was £2. 16s. per ton delivered here; the lowest number of furnaces in operation at fore the meeting of the Paris academy of sci-future.—Leeds Times.

termined to put the same practically to the any period during the year was 51, and the ences some specimens of cold drawn fron and test. The rail now selected is of the fish greatest 70-being the number at present in other tubing. A few years ago the only tu-

> Caution to Engineers-Verdict of Man. slaughter .- A few days since the boiler at Mr. Morris's iron-works, Park-lane, Tipton, exploded, and killed a boy who was employed on the works. At the inquest on the body, it was proved by the evidence of scientific men, and from a careful examination of the broken boiler, that it must have become empty and red-hot, in consequence of noglect on the part of the engineer, who was absent from the engine when the explosion took place, and that it would not have happened if he had used common care and attention to his duties: it was also proved that the boilers and all the machinery were in perfect order, when H. Thompson, the man at fault, took charge of the engine, after it had been working through the night. The the engineer was committed for trial. - Mining Journal.

Iron Steam Ships. - A new war steamer less than 51 per ct. has been launched at Liverpool, named the and has two engines of 55-horse power.

Geological Curiosity.—(From a Corres ed in this country was at least ten times the pondent).—A few days since, as a miner, quantity raised in France; and in the same named W. Ellis, was working in the Peny. year four tons of iron were made in this darran Mine Works, at forty-five yards country for every ton made in France. The depth, he struck his mandril into a piece of coal consumed in the iron works alone of shale and, to the surprise of the workmen, Great Britain rather more than doubled the a frog leaped out of the cleft. When first within the year by each person employed in coal mines was 253 tons; in France, it was liarities were observed; its eyes were full only 116 tons. In France, 47,800 persons sized, though it could not see, and does were employed in producing one-fourth the not now see, as, upon touching the eye, it quantity of iron produced in Great Britain evinces no feeling. There is a line indicaby 42,400. The prices of iron to the conting where the mouth would have been, had sumer in France are from 100 to 250 per it not been confined, but the mouth has not even succeeded in making herself independent of foreign supplies; the quantity has been forced to develope itself in an anof coal imported in 1841 was within a trifle gular form appears a sufficient supplies. of half the quantity raised; and nearly 50, having grown in very confined space, even 000 tons of British iron was imported-pig. if the hollow in the piece of shale, by coriron being subject to a duty of £3. 2s. 6d., responding to the shape of the back, did not and plates, bars, and rods, to a duty varying place the matter beyond a reasonable doubt. ding, a large number of individuals having from £3. 7s. 4d. to £16. 14s. 9d.—Mining The frog continues to increase in size and weight, though no food can be given to itand its vitality is preserved only by breathjaw. Mr. W. Ellis, with a view of giving his prize as much publicity as possible, has deposited it at the Name of them will, ing through the thin skin covering the lower deposited it at the New Inn, Merthyr, where it is exhibited as "the greatest wonder in already been spent in preliminary requirethe world, a frog found in a stone forty-five nsumption, 219,000. Total, 346,200 tons. The average price for the twelve months s £2. 16s. per ton delivery to the twelve months. feet from the surface of earth, where it has

bing made in France, for gas and other purposes, except lead tubing, was made by hand. In England iron drawn tubing (by heat) without soldering, was first made, and was imported, by special permission, into France, on account of its vast superiority over hand made soldered tubes. Within the last two years the French have, in this branch of manufacture, eclipsed the English, for they now, by pressure, draw tubing cold, and it is in every respect perfect; indeed, much more perfect than the hot drawn tubing.

TRAFFIC RETURNS OF FRENCH RAILWAYS FOR THE YEAR 1814. (From the Journal des Chemins de fer.)

Seven railways 3331 miles in length, costing 205 millions of franks (8,200,00%) or at the rate of 24,625l. per mile. The receipts for the past year amount to about 21,274,300 franks, (850,972l.), or at the rate of 2,556l. per mile per annum, by deducting 50 per ct. from that sum for working expenses, we have 1,278l., which would pay a dividend of rather

The largest amount of the aggregate traf-Iron Prince, thegreatest novelty in which is fic for any month during the year, was carhaving an iron deck, also iron bulwarks, and ried in the month of September; although iron rigging; she is 108 feet in length, dou-the maximum traffic on the Versailles, left ble lapped and rivetted, rigged as a three and right bank, and on the St. Germain was masted schooner, and propelled by the screw, carried in June; that upon the Strasburg and the Gard in July; that of the Paris and Rouen in September; and that of the Paris and Orleans was carried in October.

> Bolton and Leigh Railway.—The engineers of the Liverpool and Manchester railway are engaged in making surveys of the Bolton and Leigh and Kenyon and Leigh Junction lines, with a view to the improvement of the gradients and inclines. It is understood that the Liverpool and Manchester intend to render the former line, which they have lately purchased, much more efficient, and to make the means of communication between Bolton and Leigh and Manchester more frequent than at present.—Man. Guar.

> Dublin and Drogheda Railway. - The amount for passengers and parcels during the

> Railway Speculators — We believe that the consequences of the decisions of the board of trade, no matter what they be, will be most disastrous to several towns in the West Riembarked their capital, and speculated far be-yond their means, in the hope of realizing immense profits from their gambling enter-prize. But of course it is not possible that ments; and hence the anxiety of the speculators to know the fate of their respective undertakings. The decision of the board of trade may be considered as almost decisive, and those projects which they do not recom-

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Preston and Wyre. Sheffield and Manchester. South Eastern. Paff Vale. Ulster. Farmouth and Norwich. Fork and N. Mid, and Leeds and Se Steam and N. NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Anti Dry Rot. Australian Trust Company General hteam Navigation 20,000	19 19 88 30 25 20 by 28 Tiscell Am't. of share.	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,50 aheous. Amount paid. 10 181, 35 14	0 179,85: 0 311.75: 0 1,530,27 0 154,78: 0 0 62,50: 0 167,50: 0 167,50: 0 10 12: 0 10 2: 0 10 2:	951,455 73,464,172 590,006 348,626 230,250 676,644	4,191 11,895 2,40,993 8,509 5,401 27,132 Netro Metro Mers Macc	7,066 14,876 81,482 18,414 13,856 55,752 AME OF shborous monthse on Mow sey and clesfield	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh. eire	8 0 nihil. nihil. 2 2 6 5 (5 1 8 nihil. 10 0 (50 18 82 93 0 50 100 55 16 25 16 25 16 25 100 50 10	Bould Centr Lyons Orlea Paris Paris Paris Paris 142 100 100 100 100 100 100	ogne and all of Frs and Ans, Tour and Lycand Orland Ro Amount Paid. 1421 100 100	AAILWAY: A Mientrance A Wignon Biv.p.c. Per ann. 70 10 10 21	s	200,00 ,230,00 ,400,00 ,500,00 ,500,00 ,600,00 ,440,00 Presen price 160 117
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	STATE WORKS.	RICAN Length	Cost	1 184	13.	(1	44.	The	State Car	nals are	all 4 te	et deep, as	d the lock
	• • • • • • • • • • • • • • • • • • • •	in miles	Cost.		Expend.	-		13 to 1	leet wi	de, and	80 to 9	0 feet in le	ngth.
$\mathbf{Y}_{\cdot \mid \cdot \mid}$	Black river canal	35 21	1,524,967 237,000		10,953		11 443	The	six mi	llions	paid t	o the can re not in	al lung I
	Champlain canal	64	1,251,604		10,555	116.73	11,110	estima	te of c	ost 7	The G	enesee vi	lley and
1	Chemung	23	684,600		14,486	14.38	12 740	Black	river e	anals	remin	e large s	ums for t
1	Chenango	97	2,420,000		15,967	22.17	15 960	compl	etion th	e inter	rest of	which as	di ional
16	Crooked lake	8	156,777		3,674	1.49	3.951	is muc	ch great	ter that	n the e	stimated	gross inc
	Erie—enlargement of	363	12,618,852					of the	e cana	ls who	en fini	shed. T	he sums
1 8	Genessee valley	120	3,739,000					quired	te com	plete t	hese t	shed. Two canals	are \$2,0
	52 miles opened, cost \$1,500,000				13,819	19,641						their to	
	Oneida lake		50,000			621	1,636	finishe	d \$5,55	3,000 a	and St	(400,000);	anexpe
11	Oswego	38	565,437	29,147	22,742	56,160		ture in	curred	on est	imated	incomes	(admitte
	Beaver division canal					7,381	5,386	be libe	ral,) ot	\$39,0	99 and	\$14,000	respectiv
	Delaware canal					109,278	3 22,870	The	total r	eceints	from	the work	s of Penn
14	French creek	45					i	vania	for 184	3 wer	e \$1.0	19,491: 1	for 1814
	Seneca river towing path					381	1	2 (4 1)	P 3 .	3		:13:	
	Columbia railroad					443,336	1 2 K) (M) /	crat -	1	· C	814 w	ere as fol	lows:
	Eastern division					179,781		Canal	tolls.	10	-	-	210
	Juniata canal		-	-			la band	Railro	ad tolls power			-	- 252
	Portage railroad					351,102	248,943	Motive	power		-	-	319
	Western division canal							Truck	8.	-	- 1	-	- 13
21	North branch Susquehannah canal	73		1		101,949	F	~ 6 h 2	LL MEDE	1 000	- Common	110 mile	s of railre
2	West " " " " "	72 }	- 1			,	1 200	and \$5	78,494	from !	559 mi	les of car	nal.
2	Hocking canal	56	975,130			5,286							
	Miami canal		1,660,742		38,826	77,844	22,341	pertur t	DY Of 5	1 mill	s on th	ie dollar.	There
	Miami extension		2,856,636										
26	Miami northern division	35	322,009			unfin'd.		1943 4	171 60	buc 8	in 18	14 \$515 3	393 the 6
27	Muskingum	91	1,627,318										
128	8 Ohio	334	4,600,000		123,398	343,711	1113,210	1St Jai	1. 119 L	only	543	0, though	the treat
20	Wabash	91	3,028,340		6,400		12,817	hac a=	hibito!	a cree	ctor is	crease th	roughout
30	Walhonding	25	607,269	838	39,005	1,97	1,238	counts	y than	ever b	cfore l	moun	. ouguout
31	Western road	31	255,015	7,254	1,782	8,747		Counti	or and	- 2112	CIOIC P	and with	-lea -lea
35	Sundry works		11,000,000					The	se 21 n	nillion	s on s	undry we	orks yield
33	Maume canal							incom	e whate	ever.	, .	11 -1	
34	Sundry works		10,000,000					The	centra	rance	oad vie	elds abov	e o per c
135	Central railroad	110	1,842,308	149,987	75,960	211,170	89,420	and is	the onl	y State	e wor	tond alon	ne canai
136	Southern railroad		936,295	24,064	7,907	60,31	11 70,000	cepted	While	11 18 410	ne to s	tanu aron	Co .
~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Length	~~~	1843.	~~~	17.	1844.		Value a	~~			
	CANALS.	in	Cost.	Income	e. p	er in	come.	per	of stock.		1	REMARKS	
	.Ti. 1	miles.		Gross.	Nett. ce	Grass	Nett.	Cetta.	STITE A.				
	Blackstone												
1					• • • • • • • • • • • • • • • • • • • •								
	Bald Eagle Navigation	25	400,000							Wo	mass 1	norlians s	s some fu
	Bald Eagle NavigationBeaver and Sandy, (part)	25	400,000 1,000,000			Gross				We	may,	perhaps, a	it some fu
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.).	25	2,000,000							time be	e enab	led to giv	c the part
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio	25 184	10.320 420	AP CO2						time by	e enab	led to giv	c the part
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota.	25 184 12	10.320 420	47,637						time bollars of	e enab all th Chesa	led to giv ese canal peake an	c the part
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake.	25 184 12 13	12,370,470 300,000	47,637					26	time be lars of The is not	all the Chesa yet	led to givese canal- peake an completed	c the part d Ohio ca to the
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill.	25 184 12 13 108	12,370,470 300,000	47,637	12 921	190 69	3 120.624		26 31	time be lars of The is not mines.	all the Chesa yet of hence	led to givese canalopeake an ompleted its trifling	to the
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conesiota. Delaware and Chesapeake. Schuylkill.	25 	12,370,470 300,000 3,500,000	47,637 . 279,795 10	12,221	190,69	3 120,624		26 31	time be lars of The is not mines, The	e enab all the Chesa yet co hence enlars	led to gives ese canalopeake an completed its trifling rement of	to the part of the come the Sch
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. Lames river and Kenhawa	25 184 12 13 108	12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,69	3 120,624		26 31	time be lars of The is not mines, The kill car	c enab all the Chesa yet c hence enlarg nal has	led to gives ese canal- peake an ompleted its triflingement of a been constant of a canal was a canal	c the part d Ohio co to the g income the Sch mmenced
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex.	25 184 12 13 108	12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,69	3 120,624		26 31	time be lars of The is not mines, The kill car	c enab all the Chesa yet c hence enlarg nal has	led to gives ese canal- peake an ompleted its triflingement of a been constant of a canal was a canal	c the part d Ohio co to the g income the Sch mmenced
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex.	25 184 12 13 108	12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,69	3 120,624		26 31	time be lars of The is not mines, The kill car	c enab all the Chesa yet c hence enlarg nal has	led to gives ese canal- peake an ompleted its triflingement of a been constant of a canal was a canal	c the part d Ohio co to the g income the Sch mmenced
	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan	184 12 13 108	12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,69	3 120,624		26 31	time belars of The is not mines, The kill can The for one	c enab all the Chesa yet con hence enlarge nal has Morri million	led to gives es canal- peake an completed its triflingement of a been constant with the canal word, about the said	the part d Ohio co to the g income the Sch mmenced the slately one-fourt in the ua
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ain net oad	Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Sonthwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhousi on branch to Dunville (not added below. The St. Lawrence canal.	184 12 13 108 108 10 43 	12,370,470 300,000 3,500,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 31 328 1 6 6 1 6	99,623 5 99,623 5 ge Length chamber feet. 150 200	3,327 Size of lof of width. feet. 26 1-5 26 1-5 45	cks. Depth o mitre sil	Width a Bottom. feet. 45 35	of canal. Surface feet. 81 71	26 31 28 Estima 3,948,	time by lars of The is not mines, The will can The for one of its c that it seen mpointm	all the Chesa per central all the Chesa per central all the Chesa per central and Morrize millionest. It is to be o reported to the Chesa per central to the Chesa per central and the Chesa per central	led to give see canche peake an ompleted its triflingement of s been co s canal won, about it is said e enlargert, nor he any eng	c the parts. d Ohio ci to the g income the Sch mmenced as lately one-fourt in the pa d. We l ard of the ineer.
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		- 36	AMI	ERICAN					1400					SALI	
	RAILROADS.	Length	Cost.	Loans	Number	on	Inco	843. ome.	Div.	Ince	M4.	Div. per	Previ-	Week e	bruary.
	•	miles.		debts.	shares.	share	Gross.	Nett.	cent	A #50.000		cent.	. prices	Shares.	. Price
Me. N. H.	1 Portland, Saco and Portsmouth	50 35	750,000	0				, ,	7	124,497	74,841	6 12	98½ 130	3	3 991
Mass.	3 Boston and Maine.	56	1,485,461	1			178,745	68,499		233,101			110		
66	4 Boston and Maine extension	17 1-4 26	455,703	unfin.				144,030		216 000	147 615	8	1181		
66	5 Boston and Lowell	41	1.886,135	none.	18.600	100	233,388	110,823	6	282.701	0 147,615 1 156,109	6	1071		0.1081
	7 Boston and Worcester	44	2,914,078	8			404,141	162,600	6	428,437	7 195,163	71	116	254	1161
. ((8 Berkshire	21	250,000	0 not stated	1			17,500	7	17,737	7		821	- 15	5 99
	9 Charlestown branch	54	2,388,631	1			279,563	3 140,595	6		1 13,971 227,920				0 1091
66	11 Fitchburg	. 50	1,150,000	0 just opn'd	3					42,759			117	23	3 120
66	12 Hartford and Springfield		400,000	0 . 400 ,000	2,000	100	21.020	'							
	13 Nashua and Lowell	14 1-2	430,96	2			50.671	24,000	8	94,588			120		
16	15 Northampton and Springfield		172,883	3 unfin.											
66	16 Norwich and Worcester	59	2,170,366	900,000	16,535	100	162,336	24,871		230,674	1 99,464		731	6,822	
11	17 Old Colony	4	. 67,820 £7,909	unfin.											
66	19 Taunton branch	- 11	250,000	0				20,000	8	96,687	20,000	8	118		
66	20 Vermont and Massachusetts	3	41,516	6 200	0							4			
66	22 Western, (117 miles in Mass.)			24,686,202	30,000)	573,882	284,432	2	753,753	439,679	3	991	291	991
66	23 Worcester branch to Milbury		. 8,431	1 506	3										
Con.	24 Hartford and New Haven		1,244,123	. 100,000	10,000	100							100		98
66	25 Housatonic, (10 months,)	74 48	2,600,000	650,000	13.00?	100	113.889			154.724	79,845		37 43 ₁	25 2,050	
N.Y.	27 Attica and Buffalo	31 1-2	268,275	5			.145.896	7.522	2			1			
66	28 Auburn and Rochester		1,727,361		14,000	190	189,693	3 112,000	0						
	29 Auburn and Syracuse	26	200,000	0	1.500)		27,334			1				
66	31 Erie, (446 miles,)		. 5,000,000	0									301	758	
46	32 Erie, opened	. 53						. 48,000	0						
	33 Harlem	26	2,200,000	0		50								350	70
46	35 Long Island	95	1,881,640	0 392,340	29,846	3				. 153,456	6 70,043	3	791	5,788	3 77
66	36 Mohawk	16 3.4	1,030,949	9 400,000	10,000	100	69.948	8 58.780	0	84.306	6 40.000	0	653	100	621
66	37 Tonnawanda	43	180 000	0			1.76.227	7							
46	39 Troy and Saratoga.	25	475,867	A			44.325	21.000	0			1			
- 66	40 Troy and Schenectady	20 1-2	633,520	5 0	('		28,043	3				1			
66	41 Schenectady and Saratoga	. 22	300,000	o none.	200.000	1:02	42,242 277,164	3,000	1 9		,				
66	43 Syracuse and Utica	53	1.080.219	9 do.	16.000	0621	M163.701	11.72.000	01		1	1		10	129
N. J.	44 Camden and Amboy	61	3.200,000	0			.682.832	2 383.880	0				110		1101
61	15 Elizabethtown and Somerville	26	$\pm 1.500 000$	0		1			}		1	1			
66	16 Morris and Essex. 17 New Jersey	34	2.000,000	ò										20	91
**	18 Paterson	. 16	500 000	0						1		6	85		
	19 Beaver Meadow		1.000 000	0					1						
66	50 Cumberland Valley	* 36	1,250,000	0				• • • • • • • •					30		
**	52 Hazleton branch	* 10	1.120000	0								1	5		
"	53 Little Schuylkill	. 29	\pm 900 000	0				1		1	1				
66	51 Blossburg and Corning	* 9	1 600,000	0							1				
66	56 Minehill and Schuylkill Haven	* 18	315,000	()					12				149	8	1431
66	57 Norristown	20	800,000	0	1								26	125	61
	58 Philadelphia and Trenton	1 29 1-2	211.500.000	0		1			1						104
11	60 Reading	. 94	19.457.570	0,7,447,570	1 40,200	50	1	1		597 613	343 511		49	3,900	501
66	61 Schuylkill valley	*, 10 :	1,000,000	0			1				1				303
- 66	62 Williamsport and Elmira	25	4 400,000	0			120,000	200 000			310,000		43.	1 900	
Del.	64 Frenchtown	16	600,000	()			40,0	200,000			210,000	(:::)	431	4,800	421
Md.	65 Baltimore and Ohio, (1st Oct.)	188	7,623,600	0			575,235	279,402		658,620	316,946	4	481	100	
66	66 Baltimore and Susquehanna		1 800 000				177 997	71 601	• • • • •	010 100	104 500		5		
Va.	68 Greensville and Roanoke	1 1 / 1-3	260,000	0			177,000	11,00		212,125	104,520		81		
66	69 Petersburg and Roanoke	60	766,000	J			[]	('			()	3		1	
	70 Portsmouth and Roanoke	. 78 1-2 • 61 1-2	2 850,000 2 1.200 000	0											
46	72 Richmond and Petersburg	9 22 1-21	700,000												
66	73 Winchester and Potomac*	* 32	1 500,000	F		1	1	1		1	1				
N. C.	74 Raleigh and Gaston	84 1-2	11.360.000	X		1 1									
S. C.	75 Wilmington and Raleigh* 76 South Carolina.	161	11.800.000	W		75						8			
66	77 Columbia	66	5,299,224	()	34,410)	1	201,464	17 4 76	1	1200 405	30 704		EE I		
Ga.	78 Central	190	2 581 723	3			122/13/21	0.5 1000	11	1	1	1	1	1	
Kv.	79 Georgia	40	500,000				248,026	158,207		248,096	147,523	• • • •			
Ohio 8	81 Little Miami	40	450,000				ž								
	82 Mad river	40	400,000												
Ind.	33 Madison and Indianapolis	56	I DE UNIO		1					1 1	1 1	1 1			
Can.	84 Champlain and St. Lawrence	15	212,000	jl		•••••		12,000	J/	58,000	24,000		110		1
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Correspondents will oblige us by sending in their To the Editor of the Railroad Journal: communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, March 20, 1845.

WESTERN RAILE	LOAD)	Rec	eipts for th	ie week end
ing March 8:				1845.	1844.
Passengers,	-		-	\$4,395	\$3,840
Freight, etc.,		-		6,066	5,291
Total,	-		-	\$10,461	\$9,131

MINEHILL AND SCHUYLKILL HAVEN RAILROAD. The following is the amount of coal transported over this road, for the week ending on Wednesday eve-ning last: 5,660 06 ning last: 39,589.00 Per last report, Total.

THE COAL TRADE. - Sent by railroad up to Thursday evening last .- Miners' Journa'.

Schuylkill Haven,	- ',		-	4,362.15
Pottsville,		-		$2,655 \cdot 15$
			-	7,018-11
Per last report,				58,156.46
				65,174.57

The receipts from the public works of Canada are rather less than those of last year, but a larger portion of the trade sought this city-hence the distress of " western New York!" The income is about \$100,000, and the interest on the debt is \$500,000, when completed, the difference will be still greater, and in the same direction.

"The business on the Long Island railroad for the present year has commenced very favorably. The receipts up to the 10th of March, as compared with last year, are .. \$3,256 \$10.081 2849 February 8,000 3,000 Ten days in March.... 1,117\$7,222 \$21,881 ...\$14,692 Increase in 1845.....

"This return does not include the profits from the boats, which are said to amount to a handsome sum. "On the Harlem railroad the collections are largely increased, and amount to fifty per cent. over last year, the same increase through the year will give them a receipt of \$210,000 for the year.

We find the above in the Express. It will be remembered that the Long Island road was not opened till November last; hence the increase in income. The receipts are about \$9,000 per month, but will no doubt increase greatly. The above rate of income does not clear ordinary expenses.

In the Michigan legislature, Mr. Pratt introduced a bill to incorporate the Michigan railroad company, and provide for and authorize the sale of the Central and Southern railroads.

The capitalists of Boston very coolly state that Judge Preble was somewhat in error, when an- From actual surveys and personal examination, it is nouncing their hearty co-operation in the Montreal and Portland railroad. They go for Boston and nothing but Boston.

company report to either State_the cost of that por-ther than by the proposed railroad. tion only which is located in the State to which the return made to the legislature of said State.

The Hartford and Springfield railroad was built

the following:	1 .
Cost of the Hartford and New Haven railroad, 38 miles	\$1,100,000
Cost of the extension to Springfield 251 miles	600,000
Total 63½ miles	\$1,700,000
Number of shares12,000 Paid on each share\$100— Amount of loans and debts	\$1,200,000 500,00
	\$1,700,00

For the American Railroad Journal.

RAILROAD COMMUNICATION BETWEEN NEW YORK AND ALBANY.

With regard to the necessity of a railroad communication between New York and Albany, I believe there is but one opinion among the good citizens of Gotham-while the importance of the object is universally acknowledged; as yet but feeble efforts, and even these divided, have been made to accomplish it. The New York and Albany company, after a sickly existence of a few years, has at length yielded up the ghost. The Goshen and Albany company, the winsister of the former, still exists, but without the signs of life, and would ere this have been numbered among the things that were, but for the new life breathed into its charter by the legislature of 1844. It is now, however, in a state of relapse, and its healthy resuscitation can hardly be expected.

Under these circumstances, I would respectfully direct the attention of the merchants and forwarders of New York to another project of recent origin, and Paterson than via Piermont. of the highest importance to their interests. Efforts have been made, and so far successful, that a bill has already been reported by the railroad committee of the senate, for the incorporation of a company to construct a railroad from the city of Schenectady to the village of Catskill.

Respecting the feasibility of the proposed route, remark that in the fall of 1837, the writer of this assisted in the examination of a route for a canal across the country, from Schenectady to Catskill, when a very practicable line was found by continuing the level of the enlarged canal from the Schoharie creek, leaving the Mohawk valley, a little above and nearly opposite Schenectady, upon a level about 60 feet above the level of the canal in that city; from thence to tide water of the Hudson, at Catskill, is a descent of about 296 feet, the distance not exceeding 40 miles, and the route direct, level and gradually descending. field until the 9th December last.

route between the Mohawk and Hudson rivers. No Sir: In looking over the list of American railroads, grade need exceed 20 feet per mile, and the distance I observe that you state the cost of the Hartford and decidedly shorter than any other travelled road. The Springfield railroad, (No. 11) 251 miles long, to be distance from Albany and Troy to Schenectady is \$132,852. This is an error, which, I presume, has increased from 16 to more than 20 miles, with grades originated in this manner. A portion of this road much steeper than would be necessary on the Catsis located in Massachusetts, and a portion in Con-kill route; the whole distance from Catskill to Schenecticut; in the annual returns to the legislature, the nectady, as now travelled, is from 15 to 20 miles fur-

Should this road be constructed, passengers could return is made. The amount above stated is the cost leave New York in the morning, and sup at Saratoof that portion of the road which is located in Mas- ga in the evening. Another important advantage to sachusetts, as you will perceive by referring to the be gained by the city of New York, is the increased facilities for the transportation of merchandize westward. In addition to the time gained in the spring by the Hartford and New Haven railroad company, and fall, when the navigation above Catskill is closed by virtue of an amendment to the charter of the lat- by ice; the increasing difficulties at the Overslaugh, ter company; and the two roads should be considered and the great amount of lockage between Albany as one-being under the control of one board of di- and Schenectady, are wholly avoided, thus on the rectors. I have received the last report of the Hart- average shortening the time now required for the ford and New Haven company, from which I extract transportation of produce and merchandize between New York and Schenectady, at least 48 hours. Experience has proved, that short railroad are commenced and prosecuted with a much better prospect of final completion than long ones. The country is full of the evidences of the truth of this remark. Hence the construction of this road would form an important link of the chain, that must ultimately connect New York with the line of railroads from Albany to Buffalo. In conclusion-I know of no route of the same extent, where a railroad could be graded with more facility and economy; nor do I know of a route, either occupied or in prospect, where a better, or even as good a reward will be offered for the investment necessary for its construction.

SCHENECTADY.

We tender our sincere thanks to J. J. D. for his very friendly communication and kind promises. It is only by such gentlemen pointing out where we are wrong, and aiding us in the pursuit of truth, that the Journal can ever become, what we desire to make it, the manual of the shareholder in public works generally.

We acknowledge the receipt of copies of the late report of the South Carolina railroad company.

Our acknowledgement of the receipt of the map of the Paterson railroad was crowded out last week. It shows that, with much better ground, the distance from Suffren's, a point on the New York and Erie railroad, to New York, is 12 miles less via

The Carbon County Gazette contained lately a very good article on the vast benefits to be conferred on Pennsylvania by the New York and Erie railroad. By the bye, will either of these papers inform us whether they of the coal region experience any inconvenience from the closing of the canals during winter?

When speaking of the Harlem railroad, we mean the New York and Harlem railroad, and do not in any way refer to the railroad from Harlem to White Plains, of which we do not even know the name, or by what authority built or held.

The Hartford and New Haven railroad has declared a dividend of three dollars a share, from the earnings of the last six months. No income was derived from the road between Hartford and Spring-

From actual surveys and personal examination, it is ascertained that the route from Schenectady to Catsard and copper lastened A. No. 1 Barque Muskingum, kill is more direct, and the elevations can probably be overcome with easier grades than on any other for the above port—(from Cincinnati!)

ENLARGEMENT OF THE MORRIS CANAL.

sent holders to sell at an advance, without the per cent on the cost. slightest care as to its ultimately becoming valuable or not. The idea prevails only too have already given our opinions at length. generally in this city, that canals and railways The interests of the road were sacrificed to may be shortened about 2 miles) is 244 miles must be brought forward by mere adventur- speculators, not in the stock, but in lands and in length; and has for about two-thirds of ers; that they are not to be regarded by men lots through which the road was to pass, and of wealth as offering a lucrative and secure in place of dividing 6 per cent., the affairs of burg, and running nearly at right angles with cry up the value of the stock by any misre-presentations, no matter how gross, so as to since to prevent the road sticking fast. Still entrap the unsuspecting part of the commu- we believe this great work will go on in nity, who, seeing the entire stock of a rail-spite of its "friends." way changing hands in a few weeks, at a large advance, naturally imagine there must know what to say. The charges openly made are at certain points moderate depressions of be some foundation for such operations, and, against the direction are such as to lead us to in an unfortunate hour, become purchasers suspect the worst; and we hazard little in mense sacrifice to the very persons from whom principal works got up in this city. they purchased, and when, in a few months, a sufficiently large flock of the uninitiated has collected to justify hopes of a good shearing, the conjurers again commence their condition of the public works of Massachu- in the final location, so far as to obtain a grade degrading performances, which are, in our setts and of England. opinion, quite as disreputable as the sales of REPORT ON THE SURVEY FOR A RAILROAD FROM will require no deviation of more than a few "gold watches" to countrymen, or the impositions practised in the lowest auctions cells.

We will as briefly as possible point out how this principle of action has been the different members of whose firm, here and In some few instances it may be necessary to cause of heavy losses to individuals in this abroad, we are under obligations for numer-adopt radii as short as 300 feet, but this decity, and has so long retarded the undertaking ous attentions, has forwarded to us the above gree of curvature is readily traversed by the of the most important works. The Mohawk and Hudson railroad was undertaken by gentlemen whose object was to sell out at an advance; they consequently paid little or no atthe result was a wretched location and a have not inserted a road in which 1 am inte-mend a single span of about 100 feet on Burr's paltry superstructure at an immense cost. rested, and take this opportunity of commu- plan, which I consider far superior to all other chance of ultimate success rests on its most the Tioga Navigation company's railroadviewed as an investment and not as a specu-the Corning railroad, a distance of 14.25 miles, lation, the stock would have risen as high, the two roads are 40 miles in length, and the probably not exceeding \$1,200." and the purchasers would have received an cost was \$15,000 per mile, or \$600,000. equivalent for their money.

anything to do with railroads.

In the case of the Stonington road, able Blossburg and Corning railroads. It will be readily gathered from our re- engineers were employed, and an admirable making an effort to have this road finished. marks on this project, that we consider it railway constructed, but there was no busi- which will connect the N. York State works a mere speculation—a mode of running up ness to warrant the construction of a road, with those of the State of Pennsylvania." the value of the stock so as to enable the pre- the gross income last year only reaching 6

Of the New York and Erie railroad we readers. investment; but, that the great object is to the company became so confused, that a new a line drawn from one to the other, is an ele-

Of the Long Island railroad we scarcely themselves, when the scene is changed in a saying that, this work at least forms no ex-dered with reference to the grades and dismoment; the stock is at once discovered to be ception to the general remark, that mere gam- tances required to reach the respective points worthless, they sell out in despair at an im- bling has been the main object in view in the of termination. This depression, where my

To point out the effects which have result. and 835 feet above Blossburg." ed from an opposite system is unnecessary. the point A, near Severists, had a descent of

BLOSSBURG TO RALSTON-By Jno. C. Traut- rods from my path." wine, Civil Engineer.

An eminent merchant of Philadelphia, to pumphlet, accompanied by a letter, from which we take the liberty of selecting the following extract:

"In looking over the list of railroads in tention to the construction of the work, and the American Railroad Journal, I find you the points designated on the map, I recom-Though the business has been beyond antici- nicating some details, which I hope may be pation, the road has earned little, and its only acceptable. The road to which I allude is a considerable elevation, the railroad should important portions being rebuilt. Still the which commences at Blossburg in Tioga original holders of the stock sold at an im- county, and runs to the New York State line, the longest bridge on the line; but from the mense advance. Now, had this work been a distance of 25.90 miles, and connects with

"Observing in the last number of the The Harlem railroad is a sort of harlequin American Railroad Journal that you call atamong the "faucies," the stock varying from tention to the unfinished state of the Wil-8 to 80, and its actual value remaining pretty liamsport and Elmira railroad, I have taken will consist of but little more than a transverse much the same thing. An enormous sum the liberty to send you a copy of the report levelling of the road bed. As to the cost of has been sunk here, and it is viewed by thou- on the survey for a railroad between Bloss- constructing the road, it will depend chiefly sands as a beacon to warn them from having burg and Ralston, which would connect the on the kind of superstructure that may be Williamsport and Elmira railroad with the before remarked, very light.

We now give such portions of Mr. Trautwine's report as may be of interest to our

"The route surveyed (but which I think

"Between the towns of Ralston and Bloss-Blossburg; the latter place being exactly 500! feet above the former. This ridge presents no gaps properly so called, that can be availed of in the location of our road; but there its summit, of which I selected that which lies about 21 miles, north of Ogden's, as the most favorable for our purpose, when consiline crosses it, is 1,335 feet above Ralston,

"As my graded line from the summit to They are abundantly demonstrated in the 116-16 feet to a mile, it will be deviated from in the hill slopes of 100 feet to the mile;which, as on the west side of Burnt ridge,

> "The road from its location throughout on the side slopes of narrow and circuitous streams must necessarily consist of a series of curves. six driver engines of Messrs. Baldwin and Whitney, indeed I have seen them pass a curve of less than 100 feet radius, with perfect ease.

> "For crossing Roacing Branch at either of combinations for wooden bridges of large span. As this bridge will cross the stream at be carried over its top; and it should be well weatherboarded at the sides. This will be very small amount of work required on its abutments and approaches, its cost will be quite trifling, that of the entire woodwork

> "There will be several embankments and a few cuts, varying from 10 to 30 feet, but rarely reaching a total length of 100 feet, and some few sharp points of rocks to be blasted away. With these exceptions, the grading adopted; the grading and bridging being as

very similar to ours was graded, and a wooden superstructure without broken stone ballasting laid on it ready for the iron rails, at the cost of those two items, together with the bridging, will in our case exceed about \$3,-500 a mile, and if a flat bar of 21 inches by ton be laid, the entire cost per mile, including be about \$5,800 per mile.

"But I should by all means recommend several very important deviations from this plan, viz: 1st, to cover the entire graded surthem after they are laid; 2d, to Kyanize or Payenize thoroughly all the timber employed in the construction of the roadway, bridges, etc.; 3d, to employ a heavy bar rail about 2 inches wide at top, 2½ at bottom and 1½ deep; which I feel entirely confident, from observation, will be found greatly superior to the ordinary T rail as regards durability.

"These changes would increase the cost of the road to not more than \$10,000 per considered in connection with the importance of the work upon which it would be ex-

pended.

"Were the road a mere isolated one, without important connections at both ends, I those of the Chemung. should (if indeed I advised any road at all under such circumstances) recommend the lighter rail; but this is not the case with your contemplated enterprize. It forms a very short, but most important closing link in a great chain of internal improvements, extend-mile, and around curves of 300 feet radius. ing over all the northern, middle and southern States of the Union. It is part of the shortest line of improvements, by about 200 miles between the metropolis of our country and Buffalo on lake Erie; and consequently must immediately on its completion, form the most eligible route for the transportation of merchandize, etc., from the former city, together form, but presenting no general view of the ern States, not to mention the pleasure travelling from the south to the falls of Niagara, will, however derive some idea of their exmense quantities of anthracite from the coal tent and variety from the following "stateregion of Pennsylvania, to supply western ment" of moneys expended by the "Board New York, a great part of Ohio, etc., which of Works," in which are not included premust chiefly seek this route. These sources vious expenditures and liabilities, amounting of income, the security of which to your road, to some millions of dollars. The expendino one at all conversant with the topography tures only come down to the 1st July, 1844 of the country can for a moment doubt, supercede all necessity for entering into a detailed calculation of the probable revenue of outlay of 1844, though they are still suffithe road, as they at once ensure a profitable ciently formidable. return to a vastly larger amount of capital than can, without a most prodigal extravagance be employed in the construction of the

It will be observed that this and the Williamsport and Elmira railway have the same

"The mountain railroad leading from Rals-lend in view—the connection of the State ton to the neighboring coal mines, over ground works of Pennsylvania with those of New York, also with the New York and Erie railway, the latter being by far the more iman entire expense of but \$2,000 per mile; portant of the two to the State of Pennsylvaand from a comparison of that road with the nia. They are, therefore, to a great extent, line of my exploration, I do not think that competing lines; and their relative merits may be briefly given thus; the Blossburg route requires only 241 miles to effect a juncof an inch, weighing 29 tons at \$65 per tion, the Elmira route requires about 50 miles. The gradients on the former route are 100 spikes, splicing plates, etc., complete, would feet per mile, for 16 miles, with curves of 300 feet radius: on the latter the gradients are 45 feet per mile, with a minimum radius of 1,200 feet. The distance from Williamsport on the face with about 15 inches of coarsely broken west branch of the Susquehanna to Corning, stone, before laying the cross ties; with an N. Y., via Blossburg is 90 miles, and from additional depth of about 6 inches between the same point to Elmira it is only 75 miles. Taking into consideration the saving in distance, and the vast superiority in curves and gradients, the cost of transportation on the latter would not exceed half that on the former, if both were in operation. But the less eligible route only requires half the length of new railway. Of the costs of completion of the two lines we cannot speak with any confimile; or for a road 241 miles in length, to a dence, though the shorter line will of course total of but \$245,000, a trifling sum when be more expensive, as it crosses a ridge, while the longer passes through a gap in the mountain, long known as the most favorable passage from the waters of the west branch to

We are under the necessity of protesting strongly against one of Mr. Trautwine's positions, that an extensive business in freight can be carried on over grades of 100 feet per

PUBLIC WORKS OF CANADA.

The "Report of the Board of Works" for warded to a friend by an honorable member of the legislative council, is a voluminous document, got up in a very imposing to this time, their income, etc. Our readers

	T,	S.	
Welland canal	238,995	14	10
St. Lawrence Canals, viz	:		1
Prescott to Dickenson's landing	13,490	19	4
Cornwall (to the time of opening the			
canal in June, 1843	57,110	4	1
Cornwall (to repair breaks in the banks since the above period)	0.005	16	1
since the above period)	3,320	ILO	19

_		-		
	Beauharnois	62,281	19	5
ı	Lachine	45,410	11	2
1	Expenditure on dredge, outfit, etc., ap-			
	plicable to the foregoing in common.	4,462		3
	Lake St. Peter	32,893		3
	Burlington bay canal	18,539	11	2
	Hamilton and Dover road	30,041	16	5
Ì	Newcastle District, viz:	1		
,	Scugog lock and dam	6.645	8	1
3	Whitlas lock and dam	6,101	7	11
	Crooks lock and dam	7,849	9	6
		8.191	5	1
	Heely's falls	219	2	8
į	Middle falls	228	6	8
ı	Ranney's falls	7,599	14	0
1	Chisholm's rapids	1,591	9	6
	Harris' rapids	1,001	9	0
,	Removing sundry impediments in the	185	100	0
	river			
	Port Hope and Rice lake road	1,439	10	4
	Bobcaygean, Buckhorn and Crooks	12	0	0
	rapids	12	U	0
-	Applicable to the foregoing works ge-	0.004		0
ı	nerally	6,674		2
	Harbors and Light Houses, and Roads le	coding ti	<i>tcrc</i>	to:
1	Windsor harbor	15,355	18	3
	Windsor harbor	10,381	6	3
	Port Dover	3,121	10	4
	Long Point light house and light ship.	2,163	8	5
I	Burwell harbor and road	136	10	0
ı	Scugog road	1,202	6	3
1	Port Stanley	16,242	10	10
,	Rondeau harbor, road and light house.	60	4	2
	Port Stanley, road	24.335	13	5
	Expenditure on outfit, etc., applicable			
*	to the foregoing in common	2,328	13	7
	River Ottawa	35,603	13	6
,	Bay of Chaleurs road	15,726	16	11
	Gosford road	10,801		10
	Main North Toronto road	686		4
,	Bridges between Montreal and Quebee			11
,	Cascades road	13,287	19	6
j	London and Sarnia road	19,837		11
	London and Brantford road	36,182		5
	London and Chatham, Sandwich and	,,,,,	-	
ľ	Amherstburgh road	12,789	0	1
3	River Richclieu	92	4	0
	The Walland sanal is to be			ie

The Welland canal is to be finished this The tolls through, 26 miles, are 81 cents per barrel of flour, 113 cents per barrel of pork, 20 cents per barrel of ashes, coal and pig iron 50 cents per ton, boards 75 cents per M. feet and merchandize one dollar per ton. Vessels of 50 tons and upwards pav three dollars. The tolls on this canal are 3.2 mills per barrel of flour per mile. On the Erie canal they are one mill per barrel per mile. The tolls on coal are 50 cents for 26 miles, and the Schuylkill canal company exwith Philadelphia and Baltimore, to the west-condition of the various works, their total cost pects the freight on 108 miles to be only 30 cents after the canal is enlarged. The great size of the Welland canal renders high tolls necessary, and its trifling length prevents their being injuriously felt.

We are glad to find here the receipts for 1842; these were carefully left out when all the papers were publishing the increase in the trade of this canal. They were for 1841 £20,210 19s. 9d.; 1842, £23,946 19s. 6d.; 1843, £16,135 7s. 8d.; 1844, £25,573 3s. 10d. The small increase from 1842 to 1844 did not suit the views of certain persons. The reason of the sudden fall from 1842 to 1843 is to be found in the circumstance, that heavy losses attended all shipments of 1812, and numbers were ruined in Montreal and Que-The American trade in 1844 brought

of discriminating tolls said nothing of the di-tistical information" as to the probable income, would have received. It is the uniform poliversion of trade to the Welland canal in 1842, the recapitulation of which is: because it paid no toll to the State of New York; but the trade of 1814 passing by Oswego contributed to the revenue of the State, and to the business of our citizens. Discrimination may be defined thus: "it is better that the western trade should be sacrificed than that Oswego should be benefitted."

The other canals of the province are pretty much like the Chanengo, Black river and similar abortions here, of which we are disagreeably reminded by the tax-gatherer in his served that the present position of affairs only never failing rounds. Taken altogether, they has been considered. The committee have, deserve a high stand among the government works of this country; and, if disposed to bet, we would back them against any works in America for greatness of cost and smallness of income. As was observed by an engineer intimately acquainted with the public works of the province, "they are literally carrying out the views of Dean Swift's philosopher, whose highest ambition it was to confer on his country a race of sheep without any wool." (Journal, 1843, p. 274.) In fairness we must admit that their qualifications are beyond the possibility of doubt.

REPORT OF THE SURVEY OF THE PROJECTED LINE OF RAILROAD FROM STANSTEAD TO MONTREAL VIA SHERBROOKE AND ST. HYA-CINTHE-By Win. P. Crocker, C. E.

A copy of this report has also been kindly forwarded to us by the gentleman to whom we are indebted for the report of the board of works. We are thus enabled to give our The average being readers some idea of the nature of the route in Canada, or rather of one of the routes, for it appears that Mr. Crocker only examined this railroad will be found by the accompany-tions of, and the payments to, the sinking the circuitous route which appeared to pre- ing report from the engineer employed to be funds, are to go on the same as before, and sent better ground.

The line commences 21 miles within the State of Vermont, and enters Canada at the 15 miles, thence to St. Hyacinthe, 35 miles, thence to Longueuil, a little below Montreal, 403 miles. Total distance 1233 miles, and estimated at \$2,225,059, with the ordinary T rail, 56 pounds to the yard, estimated at 1d. currency per pound, a singular mode of reckoning, which for the benefit of readers on both sides of the lines, we will translate into for a distance of nearly 7 miles in two portions, and 791 feet per mile for 31 miles conare estimated at \$87,000.

Passenge	rs		£18,780
New Eng	rland to	onnage	. 3,125
		ip tonnage	
66	64	cattle	
46	66	pork, horses, sheep	
60	66	salt	
•6	66	potatoes	
Sawn lun	nber		
		nage and agricultural pro	
			£54,705

"In the foregoing estimate it will be obhowever, every confidence in believing that the construction of the railway would cause an immense and immediate increase to every present branch of business and industry, and a corresponding beneficial result to the railroad proprietors."

They further observe,

"By the foregoing statement it would ap-

"The annual expense of working the railroad when constructed, is estimated on the results of several railroads in the United States Massachusetts:

The annual expense for the entire distance of 1233. miles would - £21,621 10s. At the rate of the Western railroad, which is believed to be the most expensive, it 29,782 10 would be £51.404

£25,702 Leaving a disposable surplus of

estimated at, say in round numbers, £550,

foregoing estimates are founded on correct village of Rock Island, thence to Halley, 12 data, that the railroad will yield a return equal miles, thence to Waterville, 11 miles, thence to about five per cent. on the capital invested to Sherbrooke, 10 miles, thence to Melbourne, without considering the progressive increase of traffic which its establishment will occa-

WESTERN RAILROAD.

The bill to increase the stock of this corporation was discussed in the senate, on Tues already well supplied with steamboats and day, and passed to a third reading by a large sail craft, from every inlet. But a road from majority. So far as we understand the views Hartford or Meriden, which shall nowhere of the stockholders, who have unanimously approach within twenty miles of the coast, voted to ask for the increase, they represent and passing through a dense manufacturing \$37 20, or £9 6s. cy. per ton. The highest that they have placed in the sinking fund, togradients we observe, are 711 feet per mile wards the payment of their debt, which maif not quite sufficient within itself, in its way tures thirty years hence, the sum of \$390,000 travel and freight to pay the interest on the tions, and 79\frac{1}{4} feet per mile for 3\frac{1}{4} miles continuous. The engines, cars and buildings sequently, the stockholders, including the other road could be, and would consequently State, have received on their 30,000 shares, command more of the long travel from New

the receipts up to those of 1842. The friends | The committee have appended some "sta- \$2 per share dividend less than they otherwise cy of the New England railroad companies, to keep the "income account" totally distinct from the "construction account." Had it been otherwise, the Lowell, the Worcester. the Eastern and other roads, would not have paid a dividend to this day. When the "construction account" of these roads is increased new stock is created to represent it, and the nett earnings are divided, after paying for the expenses, repairs, etc. The petitioners ask that there may be no invidious distinction made between them and other companiesthey do not wish to disturb the sinking funds, but simply ask the privilege of creating as much new stock, to be sold at not less than \$100 per share, as will represent the amount of actual nett earnings fairly belonging to "dividend account," but paid by them to the sinking funds, to be locked up for thirty years. This they consider to be a hardship, and greatly to the detriment of their property. The State has received this year a dividend of \$30,000 on its third, say 10,000 shares; but if the directors had been allowed to divide pear that the committee anticipate a trade in the real nett income, as other roads do, the certain specified items, amounting to £54,705. dividend would have been \$50,000, and the patriotic stockholders would have received in

like proportion. The bill, as passed and amended by the at the same rate as the Eastern railroad in senate, 27 to 4, provides that \$330,000 of the Massachusetts: in construction, from time to time, as the increased business of the road may render it necessary; and that the remainder, being the amount actually paid in out of the nett earnings, shall be added to the general receipts of the road, to be disposed of as the directors (four on the part of the State and five on the part of the private stockholders) may in their discretion think proper, viz: for repairs, depreciation or dividends, thus placing the stockholders of this road upon a par with those of other roads in the commonwealth; and it £29,003 cannot be denied that they are as deserving "The expenditure on the construction of as any others. In the mean time, the operawill be sufficient, at the end of thirty years, to redeem the whole debt, leaving the cost of "It may therefore be anticipated, if the the road represented by shares of \$100 each. -Boston Courier.

New York and Hartford Railroad .- A railroad through the interior of Connecticut from Hartford to New York, is one of the best openings for the investment of capital that presents itself in the whole Union. Unlike a road on the borders of the sound, it would have no competition—the borders are that \$60,000 of this amount was derived cost of the road. In addition to this it would

York to Boston than all the other roads comwhich would be beneficial to Hartford as well American. as to them. This road, once opened, would be the great track of eastern travel, and the on the sound. Such an opening for enterprize to dinner. The testimonial, which, prior to and for capital is not to be found unoccupied, the entertainment, was exhibited in an adjoinand scarcely even occupied on the continent. ing room, is of very beautiful workmanship, bard Brunel," which was also drunk with -Hartford Times.

Yellow river bridge.

10 miles beyond Covington, and the iron (de-brackets, Science, Genius and Invention aid-South Western railways had been amicably layed by the bridge) has nearly reached Yel-ing Commerce; while around the base are settled. low river. There can be no other delay, and groups representing the four seasons. Ela there are now two companies laying it down, borately wrought scrolls spring from the Messrs. Staples, and indeed it partock rather with a contract for completion by the 1st of curved sides, supporting the candelabra for of the comfort, quiet and elegance of a pri-

in this town, was thought to be very large and ample for the wants of the company, when first built, is now found insufficient with the cars and passengers from the southern and northern railroads pouring into it, or, rather, around it, the company will ultimately be under the necessity of removing it, and be under the necessity of removing it, and massive and highly wrought character, cir.

They have very rich scrolls, with groups of the Engineer in Chief of the Great Western, and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed, and weightogether about Great Western Union, and the Bristol and Exeter, the Cheltenham and exquisitely designed and Exeter the Engineer in Children and Exeter, the Cheltenham and exeter the Engineer in Children and Exeter, the Cheltenham and exeter the Engineer in Children and Exeter, the Cheltenham and exeter the Engineer in Children and Exeter, the Cheltenham and exeter the Engineer in Children and Exeter th building a larger one, for the accommodation massive and highly wrought character, cirof the new intersecting roads. This depot must become an immense transit for passengers and goods to the four points of the compassengers and goods to the four points of the compassence. Immediately on the six being about 100 ounces. pass .- Springfield Republican.

while to several other ports on the western been successfully engaged. have been sent. This is indeed a triumph of again. Philadelphia skill. Success to it and those who assist in its development.—U. S. Gaz. the very warm manner in which the toast had gineers and founders were in attendance.

We learn that goods were forwarded from been responded to, briefly returned thanks.

Hartford Times.

Augusta, March 8th.

The Georgia railroad is in full operation in the style of Louis XIV. The Coordinate of the continent and consists of a centre piece, and four actions three times three.

Among the toasts that followed were those flowers, with six salt cellars, all of silver gilt, of the "Chairman," "Mrs. Brunel" and "Mr. The Georgia railroad is in full operation in the style of Louis XIV. The value of C. A. Saunders, the secretary of the Great to Covington. The grading and bridging is the testimonial is upwards of 2,000 guineas, complete to the State road, except a few weeks and the subscriptions were limited to the sum light grading near the terminus, and a few of 10 guineas from each subscriber. The the present high standing of the Great Wesdone. The nett income for the past six months by designed ornament, which was executed almost inseparable from a public entertain-by Mr. B. Smith, of Duke's street, Lincoln's ment. Railroad Business.—Although the passenger house of the Western railroad corporation in this town, was thought to be very large.

John M. B. Shini, of Business and the states and the states are proposed in the inscription, which we have omitted to mention, in describing the candelabrum, on this town, was thought to be very large.

John M. B. Shini, of Business and the states are proposed in the inscription, which we have omitted to mention, in describing the candelabrum, on this town, was thought to be very large.

The account we gave in our commercial to the company amidst deafening cheers, selves and the public; and their esteem for department on Saturday, of the imports at And the usual loyal toasts having been given the integrity and worth of his personal char-Trieste, did not include six or eight large lo-comotives, made in this city by Mr. Norris, "The health of their distinguished guest, Mr. and shipped to that port for the great railroad. We may add that twenty-four of these loco-well merited tribute of praise to the ability motives have been ordered to be sent to Trieste, about half of which have been already shipped, and the others are being completed; in the others are being completed; in the others are being completed; in the others are being completed; but the execution of the Great Western railway as the research of the servery of t

same kind and from the same manufactory, and one cheer more, reiterated again and contracts were taken by Boulton and Watt

bined. The road would go through or in this city on Saturday, to Pittsburg, by way and adverted with much feeling to the diffithe immediate vicinity of, so as to command of the Baltimore and Susquehanna railroad, culty under which he labored in returning the communication of Farmington, Water-bury, Bristol, Plymouth, Woodbury, Middle-bury, Southbury, Newton, Danbury, etc., a transportation lines are now receiving goods in the course of his railway experience, but region of country that would be eminently to be forwarded by the above route; and the whose professional connection with him had benefitted, and to open a communication with freights we understand are moderate.—Balt, ripened into a hearty and lasting friendship. It was indeed a source of deep gratification to receive a testimonial from and amidst such Presentation of Plate to Mr. Brunel. On friends, and they would believe him when he stock as an investment, would pay a very Friday last a sumptuous entertainment took said that his gratitude to those who had manlarge per cent. I know of no road that could place at the Albion tavern, on the occasion of ifested so much kindly feeling towards him equal it, certainly none of equal length. It presenting Mr. I. K. Brunel, the engineer to amounted almost to a feeling of pain from his would command all the travel from the great the Great Western, Bristol and Exeter, Bris- inability to express all that he desired to give commercial metropolis eastward, in winter, tol and Gloucester railways, and other great and three-fourths of it in summer. On it public works, a testimonial of the high appropriate the whole of the great preciation of his services. The chair was powered him, and that he would only say the mail, paying the highest rate of travel, as taken by Mr. Charles Russell, M. P., the kindness he had this day experienced would well as thousands of tons of merchandize chairman of the Great Western railway, and never be effaced from his memory. (Cheers.) that are now sent down to the different ports nearly a hundred of the subscribers sat down In his heart it would dwell forever. Renewed

hundred yards of work about 11 miles above centre piece consists of a magnificent cande-tern railway may be truly said to be mainly Covington, and about three weeks work about labrum, surmounted by a beautifully designed ascribed, in returning thanks, made the imellow river bridge.

group of figures, representing on the base, or portant railway announcement that the difference wooden structure is complete for about plinth, rising from the pediment between the rences between the Great Western and the

September, which they inform me will be containing 12 lights. This costly and chaste- vate party, than the bustle and inconvenience

Presented to

ISAMBARD KINGDOM BRUNEL, FSQ. They have very rich scrolls, with groups of the Engineer in Chief of the Great Western,

By 257 Subscribers, Immediately on the cloth being removed, the design and execution of them, their graa table bearing the testimonial was exhibited titude for the advantages conferred on them-

of the South Devon railway, which is to be side of the continent, other engines of the The toast was drunk with three times three worked on the atmospheric principle. The and Messes Rennie; the amount, from £40,-

GERMAN RAILWAYS.

the German railways.

Brunswick, a distance of 40 English miles (and in speaking of miles throughout, we of course take the English and not the German very populous district, and the large towns locomotives, and fuel, from England! miles), the line is in full operation, and has been for nearly nine months past. From the last-named city to Oschersleben, a small township in Prussia, there is a continuation Elbe, in two separate branches, and the with glass windows. of railway for 30 miles; and this distance, as likewise the line from Brunswick to Hanover, has been constructed entirely at the expense of the two Governments. At Oscher. Major Von Cronstein, and the assistant capital with this splendid town (the Windsor sleben the Brunswick line forms a junction Managing Director, Mr. SZEPANICK, are in. of Prussia), which is the favourite residence with the Magdeburg and Halberstadt Rail. variably found at their posts, superintending of the Royal family, and a place of great way, also 30 miles long, and terminates at the starting of trains, twice a day; and if resort to the people of Berlin for amusement; the city of Magdeburg, and at the same ter. the locomotive does not sound the whistle the country round about being full of splenminus as the Magdeburg and Leipzig line. at the very moment the clock announces the did residences of the nobility and Court, The last-named railway, viz., the Magdeburg and Halberstadt, has been constructed by a be seen twisting his moustachios as expres.

Trains leave 5 times a day, and Company, and the shares are principally in sive of his displeasure at the negligence of distance in one hour: first-class carriage 2s.; the hands of the merchants of Magdeburg the conductor. The machine master on and the landed proprietors of the Halberstadt this line, Mr. WILLIAM ROBSON, formerly Railway Times. district, and runs through one of most fertile agricultural countries in Europe. The castle, enjoys the full confidence of the Dicost of this line has been about £7,095 per rectors for the great attention paid to the cost of this line has been about £7,095 per rectors for the great attention pand to the above, or to confluct the cost of this line has been about £7,095 per rectors for the great attention pand to the above, or to confluct the confluence of the United States.

DAVIS, BROOKS & CO., that the expenses of working this line are ja45 21 Broad st., N. York. per cent. more in the hands of the Directors less than the majority of the other lines. of rails. All these lines are single at pre. to draw their coals from England for pre-

Halle, and Leipzig railway, with double does well to pay between 7 and 8 per cent. Halle, and Leipzig railway, with double line of rails, which cost about £9,020 per mile. This railway forms at Cothen (the capital of the Duchy of Anhalt-Cothen) a junction fwith the Berlin Anhalt-Cothen well known for his industrious and talented properties as a chemist, and the founder of a railway forms at Cothen (the capital of the Duchy of Anhalt-Cothen) a celebrated Mr. Dannersberge, a gentleman well known for his industrious and talented in the straight bar is kept constantly on hand. Crank properties of the well known for his industrious and the founder of a railway forms at Cothen active original proprietor of this line was the capital of the Duchy of Anhalt-Cothen and the founder of the properties and the straight bar is kept constantly on hand. Crank properties and the founder of a railway forms at Cothen (the capital of the Duchy of Anhalt-Cothen) a capital of the Duchy of Anhalt-Cothen and the founder of the capital of the properties and the founder of the capital of the capital of the Duchy of Anhalt-Cothen and the founder of the capital of the properties and the founder of the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and warranted to the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and warranted to the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and warranted to the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and warranted to the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter. Magdeburg to Leipzig, a distance of 72 one of the largest calico printing works on the Continent.

Magdeburg to Leipzig, a distance of 72 one of the largest calico printing works on the Continent. miles, in about four hours, including stoppa. the Continent. ges. The management of this line was left entirely in the hands of Mr. Costenoble Railway has very much increased since the Railway lack screws, a late invention, and highly from 1839 to the commencement of the present year, and the Company has to thank lin and Errapk fort lines, conveying to it the The management of this line was left sent year, and the Company has to thank lin and Frankfort lines, conveying to it the this gentleman for the eminent services ren-produce of the Baltic on the one side, and dered them; and it is universally admitted that from the Polish provinces on the other; that the discipline observed upon this line and it will no doubt remain one of the stancannot be rivalled. The dividends of this dard lines of Prussia. When the Hamburg cannot be rivalled. The dividends of this dard lines of Prussia. When the Hamburg William Parker, Boston, Mass.; George W. Schuy. Company are limited to 10 per cent, by and Berlin line is opened, a further increase ler, N. York. law, and over this amount the fares, &c., of traffic must fall to its share, as a great are reduced. Since opening this line, in portion of that which now exists between 1839, a new line of rails has been laid down the Elbe and Magdeburg will take a more from the surplus capital, and still the pro-direct communication. The journey from prictors have been in the receipt of from 6 Berlin to Dresden, via Leipzig or to Hanover, to 8 per cent. on their shares. The traffic via Magdeburg and Brunswick, takes now has been yearly increasing, and being so cen-tral a place, the merchandise from the steam-er of the intermediate places to transact boats plying up the Elbe from Hamburg, and along the Brunswick and Halberstadt Railare two passenger and two merchandise simple in its construction and operation, requiring ways, together with the passengers, fall to trains departing and the same number arthis Company.

The following particulars will be found interesting in continuation of the notices we have already published on the subject of by the strict discipline observed among the railways is so much dearer than in the for-From the city of Hanover to that of employes, is remarkable. The distance is mer, and when they have to draw all the bridge is considered a masterpiece of architecture.

towards defraying the cost of a second line And considering the great cost of fuel, having paring coke, and other necessaries for re-We have next the Magdeburg, Cothen, pairing their locomotives, this Company

The traffic, on the Berlin-Anhalt-Cothen riving daily. From Berlin to Hanover, The next line of importance is that be a distance of 230 miles, the fares are, Firsttween Anhalt, Cothen and Berlin. The class carriage 27s. Second-class 18s., Thirddistance is 96 miles, and being a single one class 11s. 1d, and from this it follows, tak. New York. the cost is only £6,910 per mile. This ing the cost of travelling from London to may be said to be one of the best conducted railways in Germany; the promptitude in first-class carriage, at 30s., and from Berlin plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, Reading, Pa.

the conveyance of goods, and the great at to Hanover, a distance of 230 miles, at 27s.

Near the terminus of the Berlin-Cothen line is that of the Berlin Potsdam, 18 miles At Berlin, the Chairman of the Company, long, and opened sice 1838, connecting the

Trains leave 5 times a day, and run the

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the

VAIL, PROPRIETOR OF THE SPEED-S. WAIL, PROPRIETON OF TWO WILLS WILL WORKS, near Morristown, N. J., can well are religional companies and others supply at short notice railroad companies and others

with the following: Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound Wrought iron work for steamboats, and shafting of tlemen:

Baldwin, Vail & Hufty, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. & S. Bones, Augusta, Ga.; D. F. Guez, N. Orleans, La.; Adam Hall, N. York; J. P. Allaire, N. York;

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

laid down, or removed, without cutting or displacing

only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,

Plans, Specifications, and all information obtained

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1810.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S, Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fulbill this road, and experience has tested that they fulgy accomplish the object intended. Several instances of the fracture of axles have occurred, and in
such the cars have uniformly run the whole distance
with entire safety. Had not this invention been
used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

and lives in railroad travelling, and should be used on all railroads in the country.

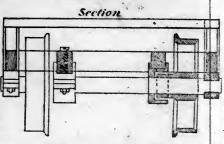
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

Safety Beam Safety Beam ELEVATION

SLAN



NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Length of Road, 33 96-100 miles. John S. Darcy, Esq., President. J. P. Jackson, Esq., Secretary. Capital, \$2,000,000. ROBERT SCHUYLER, Esq., Vice President. J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY	7.	SUNDAY				
Courtland street,	A. M.	P. M.	A. M. P.	Mi.			
" Elizabethtown	9, 11, 12 9, 11 9, 11	2. 3. 43-4. 6					
" New Brunswick	9′	3, 4 3-4					
New Brunswick	6, 71-2, 111-2	8 3-4	11 1-2 8	12			
Elizabethtown	6'3-4, 7, 8 1-4, 12 7, 7 1-2, 8 1-2, 10 1-2, 12	3 1-2. 5					
NewarkFor New York.	71-2, 81-4, 9, 11	1 1-2, 4, 5 1-2, 7, 9 3-4	11 3-4 9	3-4			

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.		Nev	vark.	Elizabe	thtown.	Rah	way.	N. Brunswic		
						Cents.					
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50	
Newark Elizabethtown	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50	
Rahway	19 3-4	31 1-4	10 1-2	12 1-2	5	19 1 9	5	12 1-2	16 3-4	50	
Rahway New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2	11 3-4	3/1-2	

R. CASEY, CIVIL ENGINEER, NO. 23 W . Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed. - REFERENCES.

Boston, { Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, "

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

DATENT HAMMERED RAILROAD, SHIP And Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very gen-eral use for railroads and other purposes in this coun-try, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market,

ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ACHINE WORKS OF ROGERS, KETCHum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, wholast spites and Nans, from 5 to 10 hence, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by J. Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

RAINS LEAVE	FOR	BY RAILROAD	DAYS.	A. M.	P. M.	MILES.	FA
oston	Portland	Eastern,	Daily,		21,	106	\$3
"	Portsmouth			71, 2	21, 41,	54	2
**	Newburyport	44	68	71, 9	21, 41,	35	1 1 5
"	Salem.,		66	74, 9, 111, 2	$2\frac{1}{2}, 3\frac{1}{2}, 4\frac{1}{2}, 6, \dots$	14	
44	Portland	Boston and Maine,	66	71,	21,	. 109	3 (
rtland	Boston	" "		74,	3,	109	3 (
ston	Lowell	Boston and Lowell,		7, 11,	2, 5,	26	
well	Boston	" "	26	71, 11, 2	$2, 4\frac{1}{4}, 5\frac{1}{4}, \ldots$	26	1
ston	Concord	Concord,	66		31,	76	2
ncord	Boston		"	3	31,	76	2
ton	Nashua	Nashua and Lowell,	86	7, 11, 5	5,	41	
shua	Boston.	" "	"	61,		41	
ston	Worcester	Boston and Worcester,		7, 9,		44	1
orcester	Boston	" "	46	7, 10, 6	5,	41	1 1
	46	" "	Sundays,	7,			
ston	Worcester	" "			2,	*	
ton	New York via Norwich	" "	Mon., Wed. & Fri.,	4	l,	• • • • •	
	" L. Island railroad	" "	Tues., Thur. & Sat.,	7,			
46	" New Haven	"	Daily,	9,	21,		
	Albany	Western,	44	9,	2 <u>{</u> ,	200	6
bany	Boston		"		11,	200	6
ringfield	Boston and Albany			7,	3,		
ston	New York via New Haven				24,		
arlestown	West Acton	Fitehburg,		8			
est Acton	Charlestown			7½, 101, 5	j,		
	New York, via Sound steamboat	Boston and Providence.	Tues., Thur. & Sat.,		,	••••	
	" L. Island railroad	"	Mon., Wed. & Fri.,	8,	*************		
	Providence	" "	Daily,	8,	1,	_ 41	- 1
vidence	Boston		44		1,	41 ~	1
inton	"			81, 3			
w Bedford	Boston.		"	71, 2			
ston	Dedham			9,			
lham	Boston	" "	"	71, 101, 4	4,		
w York	Greenport		"	7±,		95	2
ooklyn	Hicksville & intermediate places			91,		26	
"	Greenport " " "	"	Tues., Thur. & Sat.,	91,		95	2
"	Hicksville, (Saturd'y to Suffolk)		Daily,	4	·,	26	
enport	Brooklyn, (Boston train)		"			95	2
4	(accommodation do.).		Mon., Wed. & Fri.,			95	2 :
ksville	" & intermediate places.		Daily,	7,		25	
w York	Albany & Boston via N. Haven		"	61,			5
	Middletown	New York and Erie,	"	8, 3,		53	
ddletown	New York.	"		$6\frac{1}{2},\ldots$ 3	1,	53	
iladelphia	Pottsville	Reading,	"	9,		94	3
ttsville	Philadelphia		"	9,		94	3
w York	Newark	N. J. railroad and trans. co.,	"	9, 11, 12, 2	[2, 3, 43, 6, 73,]	94	
ewark	New York.	[9 A. M. and 3 P. M., con-	"	$7\frac{1}{2}$, $8\frac{1}{4}$, 9 , 11 , 1	1, 4, 51, 7, 91,	91	
"		nect with Morris Rallroad.]	Sundays.	9,	4,	94	
ew York	Newark	[9 A. M. and 41 P. M., trains,		111, 9		91	1 :
**	Elizabethtown	connect with Somerville Rail-	Daily,	9, 11, 2	2, 31, 41, 6,	141	
zahethtown	New York	road.]	,,	7, 71, 81, 101, 12, 3	1, 5,	141	
	Rahway			9, 11,		191	
hway	New York.				4, 91,	191	
w York	New Brunswick			9,	, 41,	311	
w Brunswick	New York			$6, 7\frac{1}{2}, 11\frac{1}{2}, \ldots$	‡ ,	314	
"		" "	Sundays,		ł	311	
w York	New Brunswick				1,	311	
iladelphia	New York	Camden and Amboy,	Daily,	7,		91	3
w York	Philadelphia	Dhiladalahia and Tranton	"	_ " "		91	3
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istol	Philadelphia	Dhilad Wil and Daltimana	"		,	30	
iladelphia	Baltimore	Philad. Wil. and Baltimore,		8,		93	
ltimore	Philadelphia	Baltimore and Washington,		9,		93	1 :
ashington	Baltimore			9,		41	2
ltimore	Cumberland and inter. places	Baltimore and Ohio,		6,		41	2
"	Frederick " "	Bartimore and Onio,				••••	
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rper's Ferry.	- 66	"		111,	01		
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ii	(4)		Sundays,	8		••••	
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mond	Petersburg	Richmond and Petersburg,		101	1	••••	
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AMERICAN RAILROAD JOURNAL. AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 13.1

THURSDAY, MARCH 27, 1845.

[WHOLE No. 456, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL

is the only periodical having a general circulation TO THOSE INTERESTED IN throughout the Union, in which all matters connected Railroads, Railroad Directors throughout the Union, in which all matters connected A Railroads, Railroad Directors with public works can be brought to the notice of all and Managers are respectfully invipersons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising the undersigned. times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Company.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
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FRENCII AND BAIRDS PATENT SPARK ARRESTER.

ted to examine an improved SPARK ARRESTER, recently patented by

Our improved Spark Arrester have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed or

an entirely different principle from any hereu lore offered to the public. an entirely different principle from any heret tore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a caracious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appeara

ENGINEERS and MACHINISTS.

These chimneys and arresters are simple, durable and next in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Ambow Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)

TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)

ANDREW MENEELY, West Troy. (See Adv.)

ANDREW MENEELY, West Troy. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

Tenders and Cars. The Subscriber is engaged made from common and double refined B. Q. iron; in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantum de by Messrs. Baldwin & Whitney, locomotive utites are yearly furnished for railroad purposes, and engine manufacturers of this city. Orders addresswherever used, its quality has been approved of seed to them, or to us, will be promptly executed. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent 1523 Albany Iron and Nail Works, Troy, N. Y.

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A GOOD SECOND HAND LOCOMOTIVE
Engine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete, made by Baldwin, for sale by A. & G. RALSTON & CO. Mar. 20, 1m. 4 South Front St., Philadelphia.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged made from common, and double refined is manufacturing Spring Street from 14, to 6 inches the latter a very superior article. The trees are





The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
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ANDREW C. GRAY. Proside t of the Newcastle Manuf. Co.

THE NEW CASTLE MANUFACTURING
Company continue to furnish at the Works, simulated in the town of Newcastle, Del., Locomotive and other steem engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Stemboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and holds for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

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The works being on the town of the town of the tire to do thers intent to town the tire to coal, and

W. Mc. C. CUSHMAN, Civil Engineer Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed and under his advice or personal supervision. Applicaitons must be post paid.

RAILROAD IR N AND LOCOMOTIVE CUSHMAN'S COMPOUND IRON RAILS. TO IRON MANUFACTURERS. THE SUBtry imported to order and constantly on hand by A. & G. RALSTON Mar. 20tf 4 South Front St., Philadelphia.

PASCAL IRON WORKS,

WELDED WROUGHT IRON TUBES

From 4 inches to \(\frac{1}{4}\) in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lba. per square inch, with Stop Cooks, \(T^*, L^*\), and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warchouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

NO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more chearly at the works; and, taken together. more chearly at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald Melntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Cravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and erst of Parker street, containing 68,197 square feet, with the following buildings thereon st. nding.

Main brick bu lding, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x13 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work

P: tte n shop, 35x32 feet, with lathes, wer's benel-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shor

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gerring, shafts, druins, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick luilding, 69x454 feet two stories high, with a shed part 45½x29 feet, containing a large air furnace, eurola, crare and corn oven

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

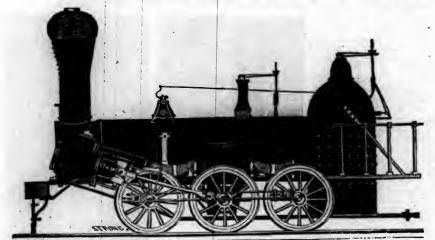
Also —A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

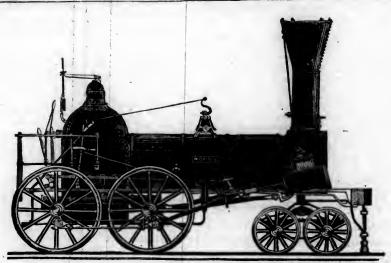
Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to Λ. & G. RALSTON & Co., Lunadelphia.

LOCOMOTIVE NORRIS' WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUPACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Chass 1, 15 inches Diameter of Cylinder, × 20 inches Stroke. \times 24 44 2, 14 46 66 11 66 3, 144 \times 20 22 22 124 × 20 1 44 .4 44 66 44 \times 20 5, 1111 23 6: 6, 101 46 46 \times 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order; and they call attention to their Chilled Wheels, for the T. neks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

LINA RAILROAD COMPANY.

The Directors of the South Carolina Rail. road Company have the honor to submit herewith their First Annual Report, for the year ending on the 31st of Dec., 1844. Since the last annual meeting at Columbia for 1844. of the stockholders of the L. C. & C. R. R. Company, and of the So. Ca. C. & R. R. Company, the consolidation of these two Companies, under an act of the Legislature Fron 1st January to 1st July, of South-Carolina, bearing date the 19th December, 1343, has been perfected; and all the chartered "Rights, Privileges and Property" of both are now centered in and enjoyed by one corporation, under the name of the South-Carolina Rail road Company.

The gross receipts, current expenses, and From 1st July to 1st January, nett income, on the two Roads, previous to consolidation, for the year 1813, were: From 1st Jan. to 1st July, on

Hamburg Road, \$171,241 48 From 1st Jan. to 1st July, on Columbia Branch, 44,740 73

Total. . \$215,982 21 Current expenses on Hamburg Road. \$103,147 76 Current Expenses on Columbia Branch, 20,108 86 Interest on sterling Bonds and floating note debt,

Total, Nett income, \$33,725 59 From 1st July to Dec. 31, 1843. on Hamburg Road, \$177,074 03 From 1st July to Dec. 31, 1843, on Columbia Branch, . 49,835 01

\$226,904 04 Current Expenses on Hamburg Current Expenses on Columbia Branch, Interest on sterling Bonds, and floating note debt, 59,000 00

Directors declared, for the first half-year, a may legitimately be charged to current exdividend of \$1 per share; and from the penses. In the expenditures, however, last half-year \$1 25 per share, making for brought under this head, on the South Carothe year \$2 25 on each share, and equiva-lina Rail road, are included \$21,025 for

nett revenue would not seem to accord, on crs and chilled boxes, and \$775 for extra comparison, with the statements in the repermament machinery in the work-shops. port of 1843. In that exhibit, as the Com- If from these various appropriations to perpanies had not been consolidated, and the manent objects, and amounting in the aggreinterest on the sterling bonds and floating gate to \$41,698, be deducted \$23,561 53, debt of the L. C. & C. R. R. Company, the amounts expended on similar objects, as had been previously provided for out of the shown in the Report for 1843, we would funds of that Company, and charged in have \$18,027 to be deducted from \$21,305, their books—it was not, and very properly, the excess of current expenditures for 1844, directors on the 30th day of May last. It by the Auditor of the S. C. C. & R. R. which whould reduce that sum to \$3,278, being ascertained that \$350,000 had been Company, brought into the account of cur- and show that an increase of 20 per cent. on subscribed, it was voted that that sum conthe gross income of the Road from freight and stitute the capital stock of the corporation.

Three assessments, amounting to 25 per rent expenses, is now correctly embraced cent. on the legitimate current expenditures, cent. of the capital stock, have been made

FIRST ANNUAL REPORT OF THE SOUTH-CARO. all these charges for interest, it was necess, and exhibit the encouraging ary in a comparative exhibit of expendi- per cent. on the nett revenue tures and of net income for the two years, to embrace interest on bonds and note debt FIRST ANNUAL REPORT OF THE VERMONT in those for 1843, as they had been embodied in the consolidated Company account

> nett income, for the year 1844, on the Roads, as consolidated, were :

> receipts, \$244,035 14 Expenses, including 1 locomotive and extra burden cars, 185,438 07

> > Nett income, 59,597 07

1845, receipts, 288,835 81 Expenses, including 2 locomotives, patents, extra passenger and burden cars, and machinery, 207,234 24

> Nett income, \$31,598 57

From the above a dividend of \$1 50 was declared on each share for the first half year, and \$2 25 for the last half year, making \$3 75 on each share, and equivalent to 5 per cent. interest on the par cost on each share now represented in the company. From 59,000 00 the exhibit now made, it appears that the \$182,253 62 those of 1843 by \$89,967 70, and the nett profits by \$38,671 69, while the current expenses for the same period exceeded those of the previous year by \$21,805. statement goes to confirm, in part, a fact pot, passes about 200 yards to the east of previously brought to the notice of the stockholders, that an increase of business on a rail road does not necessarily involve a corresponding increase of current expenses, Road, including 3 locomotives, 111,673 16 where the Company is properly prepared with locomotives, and the requisite number 18,437 52 of cars to neet the business offered. The fixed capital is in the road bed, and an appropriation of but one-tenth of that amount for an increase of motive power, may more \$189,110 65 than double or quadruple the capacity of the Nett income, . \$27,987 36 Company to do the business offered, and at From which nett incomes the Board of a very inconsiderable augmentation of what lent to 3 per cent. on the par value of \$75 three new locomotives and extra wheels; on the Road stock. \$17,493 for new passenger and burden The above statement of expenditures and cars; \$2,400 for patents for spark arrest. Interes

result of 90

AND MASSACHUSETTS RAILROAD COM-PANT.

More than one million of dollars have The gross receipts, current expenses and been already subscribed to our capital stock -and the first assessment, of ten dollars per share, has been laid, payable on the first day of March next.

The success which has attended the Fitchburg Railroad, and the promise of ample remuneration which accompanies this enterprise, renders the early completion of the road to Brattleborough a matter beyond reasonable doubt.

The directors, regarding it as desirable to procure still further subscriptions for stock, have adopted a course destined to accomplish this object-and have taken steps preparatory to placing a portion of the road under contract, and to break ground at as early a day as may be practicable.

FIRST ANNUAL REPORT OF THE STOUGH-TON BRANCH RAILROAD CORPORATION.

400 shares of the capital stock having been subscribed for, on the 28th of May last, the corporation was duly organized by the election of seven directors, who then chose a president, an agent, a treasurer, and a clerk, and shortly after an enginaer.

Previous to this date, the route had been resurveyed, and soon after the road definitely located. It diverges from the Boston and Providence Railroad at the Canton de-Kinsley's forge; crosses the upper end of Franklin Bisby's (forge) pond; passes about 100 yards to the west of the widow Polly Bird's house; and terminates in the rear of the orthodox meeting-house, in the village of Stoughton, being just four miles in length. The steepest ascent is 45 feet per mile, and the curvatures, except those at each end of the road, not less than 1830 feet radius.

The receipts from stockholders have been \$38,075 00 From the Boston and Providence R. Co. 25,000 00

\$63,075 00 The expenditures have been as follows: Incidental expenses, |-\$828 40 Salaries of officers, 1,060 00 Graduation, masonry, fencing, and wood-en materials for, and laying of track, 22,482 45 5,520 54 26,203 14 5,519 75 132 46 Depots and turn table, Iron materials for the track. Land and damages, -Cash in the hands of the treasurer, 4,328 26 \$63,075 00

FIRST ANNUAL REPORT OF THE NORTHAMP. TON AND SPRINGFIELD RAILROAD CORPO-RATION.

The corporation was organized by the adoption of by-laws and the choice of seven

ever, availing themselves of the condition tained. of subscription, have paid in more largely, The road has been graded to a width of customers. They have leased their old de-\$171,175.

Western Railroad and the Chicopee river, to the linear yard, supported by chestnut fair per cent. to stockholders. was put in progress of construction imme-diately, and will be open for use in the with 5 inch face, at distances partly two board have purchased land as liberally as course of a few days. The location of this ty commissioners of the county of Hamp-plank, 10 inches by 3, with a short piece of quantity from 1 to 7 acres. den within the period specified in the char-the same under them at their joints.

pee river to Northampton-has been put un- 31,039 feet=5.8785 miles. Length of side der contract on very favorable terms. The tracks at Springfield depot, 2118 fee = 0.4011 work is under vigorous prosecution, and in miles. a state of considerable forwardness. The directors hope to have the entire road completed and opened for use during the fall of the present year.

The weight of rail adopted is 56 lbs. to the yard, and the general character of the cember, A. D. 1843, this road was opened miles run give 28 8 10 cents per mile, for construction is intended to be, in point of to Waltham. On the 17th of June, A. D. every mile run by locomotives. solidity and permanence, that which com- 1844, it was opened to Concord, 20 miles ports with true economy, and with the ex. in length, on the first day of October to for repairs of road, and wear and tear of pected resources and business of the road.

r inancie	u si	atem	ent.	
Capital stock paid in,	-	-	- 1	\$171,175 00
Interest,	- :	-	- 1	1,199 06
Due on agents' accounts	, :	-	- 1	463 571
Cash,		\$115		
Northampton Bank,	- 5	2,661	01	
Merchanis Bank, Bosto	n, 2	3,429		
Preliminary survey,	,	689	75	
Miscellanies, -	- '	873	48	
Right of way, damages,	de-	5		
pot lands,	5	4,124		
Bills receivable, -	2	5,998	30	
Rail bars,	3	2,944	65	
Engineers' current accou		1,038	21	
Construction, including	ex-		1	
penses of engineer	de-		1	
partment, and cost	of		1	
two locomotives,	. 2	0,961	79	

\$172,837 631 172,837 631

damages and depot lands, some \$30,000 (ap. convenient crossing at the Lowell road. proximately) has been paid for depot lands, Instead of crossing, as it now does, by short atlarge portion of which the directors expect curves and reverse curves, it will run to realize by the sale of such parts as are straight, in a manner similar to the crossing not needed for permanent purposes.

SECOND ANNUAL REPORT OF THE HART- There are now upon the road, 3 6-wheel locomotives. FORD AND SPRINGFIELD RAILROAD COR-PORATION.

The capital stock of the corporation remains as at the last annual report.

There has been expended during the year for superstructure, grading, bridging, masonry, lands, fencing, engineering and miscellaneous expenses, \$132,852 31-100,this amount has been furnished by the Hartford and New Haven Railroad Company report.

Early in December, the road was so far completed as to be opened for use, and the them until the public wants are satisfied. Hartford and New Haven Railroad Company with their own cars, engines, and men, commenced running daily, (Sundays ex-cepted,) over the same, four passenger and freight, at the several depots and turnouts,

by the directors. The stockholders, how-tures of which have not yet been ascer-their room at Charlestown, they have still

Total length of main line, Connecticut terminus, is above 20 acres. The remainder of the road-from Chico- State Line to Western Railroad depot,

> THIRD ANNUAL REPORT OF THE FITCHBURG RAILROAD COMPANY.

In the last annual report the Legislature was then informed that, on the 20th of De-Acton, 27 miles, and on the 30th day of machinery, as the same are new. December to Shirley village, 391 miles from Boston.

The distance from Boston to Fitchburg being, by the present travelled roads, 47 From passengers, miles, while by the railroad it will but little "freight, rent, &c. miles, while hy the railroad it will but little exceed 49.

The superstructure is of the most substantial kind, being composed of the T rail, weighing 56 lbs. to the yard, secured by spikes to chesnut sleepers, about 21 feet apart, with a close heavy clasp chair at the joint, weighing 18 lbs, the whole resting upon sub-sills 3 by 8 inches.

The second track was commenced in August last, and is now in a state of much town to Block island, a distance of 5 miles. Whole amount expended for construction of Of the \$54,124 821 paid for right of way, When finished, it will obviate the very inof the Providence and Worcester Railroads.

Road Furniture.

There are of passenger cars, 10 of 61 seats each, 4

with saloons. There are of freight cars 13 8-wheels covered or box

cars;
" for second class
pass'grs & baggage. 13 8 wheels platform cars; 32 4 " gravel & coal cars

And the company have now ordered 6 4-wheel covered, and 10 4-wheel platform cars.

In this department, substantial work has under an agreement referred to in the last been the first object, and while the outlay for cars and motive power exceeds all the estimates, the board will continue to order

Depot Lands.

The board have deemed ample room for two freight trains, the receipts and expendi- indispensable; while they have enlarged They are also laying the second track

found it necessary to hire other grounds for so that the amount of capital paid in is twenty-six feet in cuts, and sixteen feet on pot building for setting up chairs, &c., mathe embankments. The edge rail of the T terially aiding chair builders in putting their That part of the road lying between the pattern has been used, weighing 54 pounds freight upon the railroad, while it yields a

portion of the road was filed with the coun- These sleepers rest on longitudinal sills of prospective business of the line, varying in

The quantity of land at the Fitchburg

Miles run, and expenses of running the same.

The whole number of miles run by loccmotives is as follows:

With passengers, - - fleight and gravel, -27,600 27,724

55,324 Total miles run, -

The expenses divided by the amount of

In this, of course, is included but very litt'e

Receipts and Expenditures. The earnings of the road to January 1st, 1845, have been as follows:

\$22,446 77 20,312 59 \$42,759 36

Expenses as follows: For fuel, oil, and miscellaneous expenses, 15,924 75 \$26,834 61 Leaving a net income of

Whole amount received from Assessments. On old stock \$906,640 00 On new stock 162,475 00 \$1,069,115 00

Number of passengers carried over the forwardness: It will extend from Charles- road since the 1st of May, 1844, is 82,182.

-	road,	as	follo	us:			
Preliminary ex	pense	s, °	-	-	-	\$3,330	65
Land damages		-	-		-	55,137	07
Depot lands, in	Char	lesto	wn,	-	-	115,017	99
i ii in	Fitch	burg	,	- 1	-	6,750	00
Road bed,	-	. ~	-		-	50,000	00
Interest, -	-	-	- 1	-		197	20
Superstructure,	-	-	-	-	-	332,844	
Grading,	-	-	-		-	180,656	39
Masonry and b	ridgin	g,	-	-	-	75,181	71
Fencing,	-	_	-	-	-	6,264	63
Signs, -	-	-	-		٠.	583	50
Engineering,		-	-	- 1	-	14,421	13
Incidental expe	nses,		-	-	-	7,017	23
Salaries,	-	-	-	- 1	-	5,564	29
Depot building	s,		-		-	41,037	81
Road furniture,		-	-	- 1	-	85,659	91
Improvements	in So	mervi	lle,	- ,	•	12,769	04
				ľ		\$992,433	37

Creation of new Stock.

In the former estimates, the cost of the Fitchburg road was set at a little rising a This did not include a large lot of million. land purchased at C arlestown.

This purchase cost the company,
The actual business has compelled the \$37,000 00 company to increase the furniture above the former estimate, 33,000 00 The same cause—the size of depot buildings, 25,000 00

		100
from Charlestown to Block Island, at a cost of about 81,000 00	wide, intended to take the place of the "Swan," in transporting goods to	Number of freight cars,
	South Amboy, 37,321	The state of the s
	Permanent additions to the wharves at S. Amboy, 5.658	nectady, Syracuse and Utica, Auburn and Syracus 91 and Auburn and Rochester railroad companies, in
To meet which \$230,000, of new stock	Permanent additions to the wharves at	Passenger cars, 100
has been created, making in all \$1,150,000 which has been promptly taken by the stock-		83 Mail and baggage cars,
holders. It only remains to inform the	wick and Camden, 1,673	
Legislature that a dividend of interest will	livew orick transportation house at Cam-	A verage number of men in the employ of the co
be paid to the stockholders of the road in		70 pany, including those engaged in the construction — the new branch road at Albany, 93.
February ensuing.		56 Number of miles run by passen- ger trains,
ANNUAL REPORT OF THE DIRECTORS TO	The railroad is in excellent order. T	Number of miles run by freight
THE STOCKHOLDERS OF THE DELAWARE	substituting sleepers prepared for the pu	OV and all other trains. 27.400
AND RARITAN CANAL, AND CAMDEN AND	pose, by being immersed for a long time	IN REPORT OF THE UTICA AND SCHENECTAL
	corrosive sublimate, or salt and lime wate	RAILROAD COMPANY.
COMPANIES, JANUARY, 1845.	The canal is also in excellent order	r. Length of road in operation, 78 miles.
	The banks have now become settled a	d Cost of construction to Jan. 1, 1844, \$2,124,013 29
the following statement of the business of the year 1844.	firm. The works were originally made so substantial a manner, that there has n	Expended for construc-
There has been received on the	been a day lost in its use during the pa	st fion in 1844, . 44,651 71 \$2,168,665
Gross. Expenditures. Nett.	season. It is worthy of remark, that no	t. Income from passengers, 306,278
Railroad, \$784,191 23 *\$379,234 92 \$404,956 31 Canal, 131,490 71 +47,035 72 84 454 99	without the severity of the diought	of do. freight, other sources, as follows:
	the past summer, (which entirely suspend	Syracuse and Utica R. R. Co. on debt
In all, 915,681 94 426,270 64 489,411 30 Deduct interest on the loans of the Cos. 186,930 30		y due on sale to that company of en-
	has always been an abundant comply in t	1st December, 1838, 21,313 \$8
302,481 00 Also paid to the stockholders of the Phi-	Delaware and Raritan Canal, and hen	Transportation of U.S. mail, 16,251 05 Ce Sales of railroad iron to Cen-
lada. and Trenton Railroad to equalize	any fears which may have been entertain	ed tral Railroad, Mich 17,614 84
dividends, 1 per cent. in July, and 1 per cent. in January, 19,984 00	of difficulties from this cause, must now discarded.	Miscellaneous receipts, 13,329 10
	The regular increase in the productivence	Number of through passengers 1019
Nett.profits, 282,497 00 It will be perceived by reference to the report of		SS Number of way passengers,
1844, that there has been an increase of receipts over	lowing statement:	Receipts from way passengers, 53,261
the last year, on the railroad,, of 101,359 25 And on the Canal, of 31,867 24	Its receipts in 1840 were \$79,967 94	Expenses for repairing and running road,
	" 1841 " 81,543 44 " 1842 " 93,334 25	Amount of dividends, 160,000 (
In all, of 133,226 49. The number of passengers carried from city to city	" 1843 (13 months) 101,289 67	Number of locomotive engines, Number of passenger, mail, and bag-
in 1844, 200,840,	This additional revenue has been princ	gage cars, as follows: 1. 31-100 of 128 passenger, mail and bag-
Being an increase over 1843, of 37,767 The coal carried through the Canal	pally derived from the transportation	of gage cars, being the common stock
amounts to 267,496 Tons.	coal, a business for which the canal w	tunning between Albany and Re-
Of which there was from the river Schuylkill and Reading Railroad, 194,858 "	chiefly constructed, and one which mu	st Number of freight or service cars, .
From Bristol, - 72,638 "Being an increase in the quantity	continue to increase.	do. machine shops,
over 1843, of 69,164 "	REPORT OF THE MOHAWK AND HUDSON RAI	Average number of men employed,
The Directors have never lost sight of the		Number of miles run by passenger trains, 126,5' do. do. other trains ma-
principle laid down by them in their full re-	Length of road in operation in 1844, 16 mile	s, king repairs of road, carrying materials,
port of January, 1840, of "preserving their capital unimpaired." In carrying out this	Length via new road, nearly completed, 1/ mile	
safe rule, and in meeting the demands of	Cost of construction to Jan'y. 1, 1844, \$1,053,848	O ANNUAL STATEMENT OF THE SYRACUSE AN
an increased business, both in passengers	tion at Schenectady, to January 1,	UTICA RAILROAD COMPANY.
and in merchandise, it has been necessary	1845, now completed, 91,827	Of Length of road 53 miles. Cost of construction, \$1,115,897 56
to increase the number, and improve the	branch road at Albany,	Deduct amount charged
character of their locomotives, cars, crates steamboats and towboats, and to make large	do. for construction in 1844,	to "depreciation of property," &c. for re-
and valuable additions and improvements to	which includes laying the	duced value in cars,
their shops, depots, wharves and engine	old track with heavy iron H rail,	engines, &c
houses.	do. for interest on debts con-	Received from 82,038 through pas'grs. 158,624
Among the principal expenditures in 1844,	do. for expenses of repairing 10,389	99 do. 39,7081 way do. 23,022 Received on account of freight, 3,457
to effect these objects, are the following:	and running the road 34,040	6,956
For a new iron towboat, built at Cam- den, \$13.847 30	Amount of dividends, none. Income from passengers, 66,293	Received from miscellaneous sources, 2,471 (Expenses of repairing and running road, 71,068
For advances on a new iron passage boat,	do. freight, 10,059	79 Am't expended on account of construction, 35,678
to take the place of the "Independence." 8,460 91 ("The Independence" will be attached	do. mail contract, a portion of which has not yet	Dividend paid Feb. 15, 1844,
to the towing establishment.)	been paid, 3,450	Number of locomotives, 9.
For a new boat, 240 feet long, and 60 feet	do. rents of tenements, . 778 do. sales of cars, old iron,	An undivided interest in 100 passage, 17 baggas and 11 mail cars, owned by the roads between
Including transit duties paid to the state of New- Jersey \$23,935 84	stationary engine,	bany and Rochester.
t Including " " " 10,547 01 The companies have also paid the State on ac-	do. bond and mortgage of	Machine shops, 1.
count of dividends this year, 16,000 00	Number of through passengers, 132,685	Average number of men in the employment of t company, 85.
Whole smount paid to the State of New Jersey in	do. way passengers, 132,003	Number of miles run by passage trains, 87,000.
1844, - \$51.502 85		do. do. 20,000.

		ENGLIS	H RATI	ROAD SE	HARE-LIS							
	Miles opened. Total sums, in pounds. anthorized to be raised by, shares.	is, in pounds I to be raised mortgage.	of of	Cost of working in pounds for six months as stated in latest ballance sheets. Total earnings, in pounds, for six months	Dividen	d at last	1 5	NEW	RAILW	ROPUSI AVS.	ED	Capital.
	rai	rai	pounc dates sheets.	Cost of working pounds for six monst as stated in latest blance sheets. Total earnings, it pounds, for six monst	-		3	Aberde	en		-	600,000
	opened,	o p	in po	A X	in late	cent.	9 9 8		ey Junct			200,000
TAME OF RALWAY.	do sign	otal sums, in thorized to b	sums, in ided at d balances	or sar	r si ala	l se u	share.		and Ba			385,000
	Miles al sum sum surized shares.	rize n o	bald	of she she	e shee	er a	= 2		urn and ind Ches			400,000
	Z = 3	thu loa	Total s expending	sta sta Fot	8 - G	의 포	Paid o		Vigan a			800,000
	- F # 7	0 a 4	To Ta	2 8 2 E	g £ s. d			Caledo	nian		11	,800,000
Arboath and Forfar	15 102,00		138,870		0 12 0	2 10 0 2 10 0			idge and			,250,000
Birmingham and Gloucester	55 1,187,50 23 161,70		1,500,806 $481,452$,203 1 5 0	4 10 0			r and W			,000,000 120.000
Bristol and Gloucester	371 400,0					nihil.	30 36		et valley			,800,000
Chester and Birkenhead.	141 750,0				,148 0 8 6	1 14 0	50 32					,000,000
Dublin and Drogheda	31 450,0 6 200,0				6 0 0	nihil.	55 72 (and Bo			950,000 250,000
Dublin and Kingston Dundee and Arbroath	6 200,0 16# 100,0				993 1 5 (e and P			800,000
Durham and Sunderland	181 169,3					nihil.	34 29		d Bedfo			270,000
East County and North and East		001,341,155										,300,000
Edinburg and GlasgowGlasgow, Paisley and Ayr		00 375,000 00				$\begin{array}{cccccccccccccccccccccccccccccccccccc$			uth and imsby a			,200,000 600,000
Glasgow, Paisley and Greenock		00 216,666				2 0 0			ch and			160,000
Grand Junction	104 2,478,7	12	2,453,169	84,309,195	,080 5 0 6	10 0 0	100 510 5	Hudde	rsfield &	M. rl.	& cl.	600,000
Great North of England.	45 969,0	00 581,017	1,262,518	12,201 36			100 119		l and W			125,000
Great Western		00 3,679,343		132,235 369	,901 3 10 0		75 138		and Dev			400,000
Leicester and Swannington	164 140.0		140,000		3171 5 (5 0 0			rmskirk			600,000
Liverpool and Manchester	32 1,209,0	00 497,750	0 1,739,835	57,239 117	559 5 0 0	0 10 0 0	100 203	Londo	n and P	ortsmot	th 1	,750,000
Llanelly	27 200,0	00 44,000	221,62	02 020 40			87	Londo	n and Y	ork	5	,000,000
London and Birmingham London and Blackwall	121 6,871,9 31 804,0	76 1,928,843	0.0,393,460 $0.1,315,640$	92,823 405	,768		16 6		nderry & and Elv			500,000
London and Brighton	56. 1,793,8		0 2,630,451	29,372 84	880 0 12	0 2 8 0			ester, B			300,000
London and Crovden	81 550,0	00 229,000	0 761,885	7,583 10	545 0 5	0 2 10 0	14 17	Manch	nester ar	nd Buxte	on	250,000
London and Greenwich	31 759,3		0 1,040,930		3,933	nihil.	13 10		igar and			*******
London and South Western	924 2,222,1 31 2,100,0		$0 2,596,29 \ 6 1,923,699$		0,469 1 12 6 8,162 1 0	6 6 10 6 5 0 6			istle and			700,000
Manchester and Bolton			0 773,74	8.585 21	140 2 2 (0 4 10 0	93 110		h Centr			700,000
Manchester and Leeds and Hull	81 2,937,5	00 1,943,932	2 3,921,593	46,653 156	6,761	. 71. a 101	. 60 88	Sheffie	ld and I	Lincolns	hire.	650,000
Midland railway		00 1,719,630		[76,983]281			100 96		sbury at			400,000
Newcastle and Carlisle	61 878,2 23 500,0	40 188,563	1 400 -30		3,947 4 0 0		21 49		. Wolv. Valley			900,000
Newcastle and North Shields	7 150,0		309,629		.466				London			900,000
North Union	39 739,2	01 308,306	6 1,015,447	9,071 37	7,794 2 10 (6 16 8	100 104	West	Yorkshi.	re	1	,000,000
Paris and Orleans	82 1,600,0		0 1,978,415		0 16 0			White	haven a	nd Mar	vrort	100,000
			1								W A	
Paris and Rouen	81 1,440,0		355 161		,171			Beulo	RENCH R.	AILWAYS	3.	500 000
Preston and Wyre	19 830,0	00 179,855	2 355,161	4,191 7	7,066	nihil.	50 18 82 93	Boulog	gne and	Allways Amien	s1	1,500,000 1.280.000
Preston and Wyre	19 830,0 19 1,150,0 88 2,996,0	00 179,859 00 311.759 00 1,530,27	355,161 951,450 73,464,179	4,191 7 5 11,895 14 2 40,993 81	7,066 1,876 1,482 0 10 (nihil. nihil. 2 2 (50 18 82 93 50 39	Boulog Centra Lyons	gne and of Fra and Av	Amien Amien ance rignon.	s1	1,280,000 2,400,000
Preston and Wyre	19 830,0 19 1,150,0 88 2,996,0 30 465,0	00 179,855 00 311.759 00 1,530,277 00 154,785	2 355,161 9 951,453 7 3,464,179 5 590,000	4,191 7 5 11,895 14 2 40,993 81 6 8,509 18	7,066 1,876 1,482 0 10 (3,414 1 0 (niliil. nihil. 6 2 2 (0 6 5 (50 18 82 93 50 39 100 55	Boulog Centra Lyons Orlean	gne and of Fra and Av as, Tour	Amien Amien ance vignon.	s1	1,280,000 2,400,000 2,000,000
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster.	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1	00 179,855 00 311.759 00 1,530,27 00 154,785 50 20,000	2 355,161 951,453 73,464,173 5 590,000 0 348,620	4,191 7 11,895 14 2 40,993 81 6 8,509 18 6 5,401 13	7,066 1,876 1,482 0 10 (8,414 1 0 (8,856 0 15 (niluil. nihil. 6 2 2 0 6 5 0 5 1 8	50 18 82 93 0 50 39 0 100 55 8 29 37	Boulog Centra Lyons Orlean Paris	gne and al of Fra and Av as, Tour and Lyo	Amien Amien ance vignon s & Boro	s1 deaux	1,280,000 2,400,000 2,000,000 2,500,000
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich.	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 204 187,5	$\begin{array}{c cccc} 00 & 179,855 \\ 00 & 311.755 \\ 00 & 1,530,275 \\ 00 & 154,785 \\ 50 & 20,000 \\ 00 & 62,500 \end{array}$	2 355,161 9 951,453 7 3,464,179 5 590,000 0 348,620 0 230,250	4,191 7 5 11,895 14 2 40,993 81 6 8,509 18 6 5,401 13	7,066 1,876 1,482 0 10 (8,414 1 0 (8,856 0 15 (niliil. nihil. 6 2 2 (0 6 5 (0 5 1 8 nihil.	50 18 82 93 0 50 39 0 100 55 3 29 37 16 25	Boulog Centra Lyons Orlean Paris Paris	gne and il of Fra and Av as, Tour and Lyo and Orle	Amien Amien ance vignon s & Boro	s1	1,280,000 2,400,000 2,600,000 2,500,000 1,600,000
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 28 1,062,5	00 179,85i 00 311,759 00 1,530,27 00 154,785 50 20,000 00 62,500 00 167,500	2 355,161 9 951,453 7 3,464,179 5 590,000 0 348,620 0 230,250	4,191 11,895 14,0993 8,509 18 5,401 27,132 55	7,066 1,876 1,482 10 10 10 10 10 10 10 10 10 10 10 10 10	niluil. nihil. 6 2 2 6 6 5 6 5 1 8 nihil.	50 18 82 93 0 50 39 0 100 55 8 29 37 16 25 0 50 100	Boulog Centra Lyons Orlean Paris Paris Paris	gne and il of Fra and Av as, Tour and Lyo and Orle and Roi	Allways Amien ance vignon. s & Boro ons eans	deaux	1,280,000 2,400,000 2,600,000 2,500,000 1,600,000 ,4,00)
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis.	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 28 1,062,5 cellaneous	00 179,855 00 311,759 00 1,530,27 00 154,785 50 20,000 00 62,500 00 167,500	355,161 951,453 73,464,173 590,000 348,620 230,250 676,614	4,191 11,895 40,993 8,509 5,401 27,132 55	7,066 1,876 1,482 0 10 (8,414 1 0 (8,856 0 15 (niluil. nihil. 6 2 2 6 6 5 6 5 1 8 nihil.	50 18 82 93 0 50 39 0 100 55 3 29 37 16 25	Boulog Centra Lyons Orlean Paris Paris Paris	gne and of Fra and Av as, Tour and Lyo and Orle and Roo Amount	Allways Amien ance vignon. s & Boro ons eans	deaux	Present
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Num. of Am shares.	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 28 1,062,5 **Cellaneous (**Tr.of) Amounture.	00 179,85: 00 311.75: 00 1,530,27: 00 154,78: 50 20,00: 00 62,50: 00 167,50: 100: 100: 100: 100: 100: 100: 100: 100:	2 355,16 951,45; 73,464,17; 5 590,00; 348,62; 0 230,25; 676,644	4,191 7 11,895 14 2 40,993 81 5 5,401 13 27,132 55	7,066 1,876 1,482 10 10 10 10 10 10 10 10 10 10 10 10 10	nihil. nihil. 2 2 (6 5 (5 1 8 nihil. 0 10 0 (50 18 82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares.	Boulog Centra Lyons Orlear Paris Paris Paris Paris	gne and of Frand Average Avera	Amien ance vignon . s & Borons	deaux	1,280,000 2,400,000 2,600,000 1,600,000 ,4,00)
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Anglo Mexican Mint. 10,000	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 28 1,062,5 **Cellaneous Fr. of Amount of Amoun	000 179,85: 000 311,75: 000 1,530,27: 550 20,000 00 62,500 00 167,500 Div.p.c. per ann. per	2 355,161 9 951,452 73,464,173 590,000 0 348,620 0 230,250 0 676,644	4,191 17 11,895 14 12 40,993 81 8,509 18 5,401 13 27,132 55	7,066 1,876 1,482 0 10 0 3,414 1 0 0 3,856 0 15 0 5,752 2 10 0 E OF COMP.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 0 10 0 0	50 18 82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares.	Boulog Centra Lyons Orlear Paris Par	gne and of Fra and Avas, Tours and Lyo and Orkand Rount paid.	Amienance vignon vignon eans eans Div.p.c. per ano.	last price.	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,4,00) Present price.
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby: Stehm and Mis. NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. 10,000	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 28 1,062,5 **Cellaneous **Tr. of Amounture.	00 179,85: 00 311,75: 00 154,78: 50 20,00: 00 62,50: 00 167,50: Div.p.c. 1 per ann pi	2 355,161 951,452 73,464,172 5 590,000 0 348,620 0 230,250 0 676,644 ~~~~~ Last price. 57 157 2	4,191 7, 18,95 14 4,191 7, 18,95 14 6, 18,509 16 5,401 13 7, 132 55 8 14 4,191 7, 18,91 8,191 8,	,066 ,876 ,482 0 10 (,414 0 (,856 0 15 (,752 2 10 (nihil. nihil. 2 2 (0 6 5 (0 5 1 8 nihil. 0 10 0 (50 18 82 93 50 39 100 55 8 29 37 16 25 50 100 Num. of shares. 70 2,409 250	Boulog Centra Lyons Orlear Paris Par	and Average and Average Area and Average Average Area and Average Area and Average Area and Route Area and Rout	Amien ance rignon .s & Borons len Div.p.c. per ann. 70 10	deaux	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,4,00)
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby: Stehm and Miss. NAME OF COMPANY. Anglo Mexican Mint. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company 5,700 100	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 187,5 28 1,062,5 28 1,062,5 29 1,062,5 20 18 10 10 18 10	00 179,85: 00 1,530,27: 00 154,78: 50 20,000 00 62,500 00 167,500 1 Div. p c. 1 per ann. p	2 355,16 9 951,45; 73,464,17; 6 590,000 348,62(230,25(676,644 Last Preservice. 151 2	4,191 7, 11,895 14 4,993 81 8,509 18 6, 5,401 13 27,132 55	066	nihil. nihil. 2 2 (0 6 5 (0 5 1 8 nihil. 0 10 0 (50 18 82 93 95 95 95 95 95 95 95 95 95 95 95 95 95	Boulog Central Lyons Orlear Paris Paris Paris Paris Paris Paris 100 100 100	and Average and Average and Average and Crie and Round Paid. 1421 100 100	Amien ance vignon . s & Borons eans en Div.p.c. per ann. 70 10 10 10	Last price. 1140	280,000 2,400,000 2,000,000 2,500,000 1,600,000 4,000 Present price.
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Anglo Mexican Mint. Anglo Mexican Mint. 10,000 Anti Dry Rot. Australian Trust Company General hteam Navigation Gt Western Steam Pa.	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 187,5 28 1,062,5 28 1,062,5 29 1,062,5 20 18 10 10 18 10	000 179,85: 000 311.755 000 1530,277 000 154,783 50 20,000 00 62,500 000 167,500 Div. p. c. per ann. pr per ann. 10 10 2 20	2 355,16; 9 951,45; 7 3,464,17; 5 590,000; 0 348,626; 0 230,256; 676,644 Last price. 5½ 15½ 2 15½ 27; 15;	4,191 7 11,895 14 240,993 81 8,509 18 5,401 13 27,132 55 Ent Coughb Monmo Melton Mersey Maccles	,066 ,876 ,482 0 10 (,414 0 (,856 0 15 (,752 2 10 (nihil. nihil. 2 2 (6 6 5 (6 5 1 8 nihil. 0 10 0 (6 8 8 NY.	50 18 82 93 50 39 100 55 8 29 37 16 25 50 100 Num. of shares. 70 2,409 250	Boulog Central Lyons Orlear Paris Pa	and Average and Average Area and Average Average Area and Average Area and Average Area and Route Area and Rout	Amien ance rignon .s & Borons len Div.p.c. per ann. 70 10	last price.	,280,000 2,400,000 2,000,000 2,500,000 ,4,00) Present price. 160 117
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Valc. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Anglo Mexican Mint. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation Gft Western Steam Pa. Metropolitan Wood Pav. 15,000 16	19 830,0 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 28 1,062,5	00 179,85: 00 179,85: 00 1,530,27' 00 154,78: 50 20,000 00 62,500 00 67,500	2 355,16 9 951,455 7 3,464,175 5 590,000 348,626 0 230,256 676,644 230,256 157 157 2	4,191 7 11,895 14 240,993 81 5,8509 18 5,401 13 27,132 55 Monmo Melton Mersey Maccles Neath Oxford.	,066 ,876 ,482 0 10 ,414 1 0 (,3856 0 15 ,752 2 10 (E OF COMP. orough. uthseire. Mowbray. and Irwell.	nihil.	50 18 82 93 30 50 50 50 50 50 50 50 50 50 50 50 50 50	Boulog Central Lyons Orlean Paris: Pa	rne and do Fra and Avand Creand Orland Rot Amount paid. Amount 1421 100 100 100 100 100	Amien ance vignon . si & Borons len Por long 10 10 10 10 17 17 30	Last price. 1140 117 15 365 505	(280,000 2,400,000 2,000,000 2,500,000 (3,00) (4,00) (Present price. 160 117
Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Stehn and Mis. NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation Gt Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. 10,000 15,000 16 16 17,000 17 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	19 830,0 19 1,150,0 88 2,996,0 30 465,0 25 519,1 201 187,5 cellaneous paid; 10 181,0 10 1	00 179,85: 00 179,85: 00 1,530,27' 00 154,78: 50 20,000 00 62,500 00 67,500	2 355,16i 951,45i 73,464,17i 590,000 348,630 230,256 0 676,644 20 21 21 21 21 21 21 21 21 21 21	4,191 75 11,895 14 14,895 15 14,895 18 18,509 18 18,509 18 18,509 18 18,509 18 18,509 18 18 18 18 18 18 18 1	066 1,876 1,876 1,482 0 10 1,856 0 15 15 2 10 2	nihil.	50 18 8 93 93 95 95 95 95 95 95 95 95 95 95 95 95 95	Boulog Central Lyons Orlean Paris Pa	and Armount paid. Amount paid. Amount paid. 1421 100 100 100 100 331	Amien ance vignon . si & Borons len Por long 10 10 10 10 17 17 30	Last price. 1140 160 117 15 365 505 25	(280,000 ,400,000 ,400,000 ,500,000 ,600,000 ,4,00) Present price. 160 117 15 365
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Preston and Wyre. Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation Gt Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. 10,000 Peninsular and Oriental. 11,493 Ditto. 20,000 Polytechnic Institution Reversionary Int. Soc. 25,3 % 100 R. Mail Steam Packet. South Western Steam. 4,000 Ship Owners' Towing. 3,000 Thames Tunnel. 4,000 Thames Tunnel.	19 830,0 1,150,0 88 2,996,0 30 465,0 25 519,1 187,5 20½ 187,5 20½ 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 1,062,5 25 25 25 25 25 25 25	00 179,85: 00 179,85: 00 1,530,27' 00 154,78: 50 20,000 00 62,500 Div.p c. 1 per ann. pr	2 355,16i 951,45i 73,464,17i 5 590,000 0 348,632 0 230,250 0 676,644 2 20 15i 2 21 15i 2 27 15i 14i 44i 65	4,191	066 1,482 0 10 0,414 1 0 0,856 0 15 0 0 0,752 2 10 0 0 0 0 0 0 0 0	nihil.	50 18 8 93 3	Beulo; Centra Lyons Orlear Paris : Paris : Paris : Paris : Paris : 142‡ 100 100 100 100 155 150 150 150 150 150	rne and all of Fr. and Avs., Tour and Lycand Orland Rot Avenual Paid. 1421 100 100 100 100 100 100 100 105 125 150 140 145	Amien ance vignon	Last price. 1140 160 117 15 365 505 120 123 480 230	(280,000 (400,000 (2,000,000 (500,000 (600,000 (4,00) (100,000 (117) (150,000 (117) (150,000 (123,000 (123
Preston and Wyre. Shefileld and Manchester. Shefileld and Manchester. South Eastern. Taff Vale. Ulster. Yarmonth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. Name of Company Num. of shares. Num. of shar	19	00 179,85: 00 179,85: 00 1,530,27' 00 154,78: 50 20,000 00 62,500 Div.p c. 1 per ann. pr	2 355,16i 951,45i 73,464,17i 5 590,000 348,630 9230,256 0 676,644	4,191	066 1,876 1,482 0 10 10 1,414 10 1,856 0 15 15 15 15 15 15 15	nihil. nihil. nihil. nihil. nihil. nihil. nihil. 2 (0 6 5 (0 5 1 8 nihil. 0 10 0 (0 ANY.	50 18 82 93 7	Boulog Central Lyons Lyons Orlear Paris Paris Paris Paris 100 100 100 100 100 100 125 150 140 125 150 100 100 125 150 150 100 100 125 150 150 100 100 100 125 150 150 100 100 100 125 150 150 100 100 100 100 100 100 100 10	In the second	Amien ance vignon	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 495	280,000 2,400,000 2,500,000 5,500,000 6,600,000 11,7 15 365 25 120 123 480 230 360 240 30
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Preston and Wyre. Shefileld and Manchester. Shefileld and Manchester. South Eastern. Taff Vale. Ulster. Yarmonth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Num. of shares. 10,000 Anti Dry Rot	19 830,0 1,150,0 1,150,0 2,996,0 30 465,0 25 519,1 187,5 20½ 187,5 20½ 187,5 20½ 1,062,5 281,0	00 179,85: 00 311.75: 00 311.75: 50 20,000 00 62,500 Div.p c. 1 Div.p c.	2 355,16i 951,45i 73,464,17i 5 590,000 0 348,632 0 230,256 0 676,644	at 4,191 7 1,1895 14 2,191 8 1,599 18 18 18,509 18 18 18 18 18 18 18 18 18 18 18 18 18	1,066 1,876 1,876 1,482 10 10 1,414 10 1,856 10 15 15 15 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	nihil. ni	50 18 82 93 37 50 100 55 58 29 37 16 25 60 100 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Beulo; Centra Lyons Orlear Paris : Par	In and An and Araba In and Araba	Amien ance vignon . s & Borrons Por ann Por an Por	Last price. 1140 160 117 15 365 505 123 480 230 360 360 10 167 122 28 88	(280 000 2400,000 2,500,000 2,500,000 2,500,000 2,500,000 2,500,000 2,500,000 2,500,000 2,500,000 2,400 2,50
Preston and Wyre. Shefileld and Manchester. Shefileld and Manchester. South Eastern. Taff Vale. Ulster. Yarmonth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. NAME OF COMPANY. Num. of shares. 10,000 Anti Dry Rot	19	00 179,85: 00 311,756: 00 154,78: 50 20,000 00 62,500 00 62,500 00 167,500 00 16	2 355,16i 2 951,45i 73,464,17i 5,90,000 348,630 230,250 0 676,644	ant 4,191 7,1895 14 4,191 8,509 18 8,509 18 5,401 13 7,132 55 7,13	in the state of th	nihil. nihil. nihil. nihil. nihil. nihil. 2 (0 6 5 18 nihil. 0 10 0 (0 5 1 8 nihil. 0 10 0 (0 5 1 8 nihil. 0 10 0 (0 6 5 1 8 nihil. 0 10 0 (0 6 5 1 8 nihil. 0 10 0 (0 6 5 1 8 nihil. 0 10 0 (0 7 1 8 nihil. 0 10 0 (0 8 1 8 nihil. 0 10 0 (0 8 1 8 nihil. 0 10 0 (0 9 1 8 nihil. 0 10 0 (0	50 18 82 93 37 50 100 55 58 29 37 16 25 60 100 6 55 500 3,000 500 500 500 500 500 500 500 500 500	Boulog Centra Lyons Orlean Paris : Par	Amount A	Amien ance vignon	Last price. 1140 160 160 117 15 365 505 120 123 480 230 360 240 30 167 122 28 283 88 57 55 126	(28) 300 (28
Preston and Wyre. Sheffield and Manchester. Sheffield and Manchester. South Eastern. Taff Valc Ulster. Yarmouth and Norwich. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Stehm and Miss. Name of Company Num. of Amshares. Anglo Mexican Mint. 10,000	19	00 179,85: 00 311,756: 00 154,780: 50 20,000 00 62,500 00 67,500	2 355,16i 951,45i 73,464,17i 590,000 348,630 230,256 676,644 277 15	ant 191 24 193 185 1	in the control of the	nihil. ni	50 18 82 93 37 55 500 64 86 1,000 6,55 60 18 8 89 9 37 16 25 6 5 100 25 6 16 16 16 16 16 16 16 16 16 16 16 16 1	Boulog Central Lyons Orlean Paris : Pa	In the second	All. Ways Amien ance vignon vignon si& Boron nos Div.p.c. per ann 70 10 10 10 21 17 30 21 14 19 15 51 65 10 8 7 1 8 7 1 8 7 1 8 7 1 8 7 1 8 7 1 8 7 1 8 8 7 1 8 8 7 1 8 8 7 1 8 8 8 7 1 8 8 8 7 1 8 8 8 7 1 8 8 8 7 1 8 8 8 8	Last price. 1140 160 117 15 365 505 120 123 480 230 360 240 360 167 122 28 223 88 57 55 126 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 10 10 10 10 10 1	(28) 300 (28
Preston and Wyre. Sheffield and Manchester. Sheffield and Manchester. South Eastern. Taff Valc Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Steam and Mis. Name of Company Num. of Amshares. Name of Company Num. of Amshares. Name of Amsha	19	00 179,85: 00 311.756 00 311.756 00 154,780 50 20,000 00 62,500 167,500 167,500 107,500	2 355,16i 951,45i 73,464,17; 590,000 348,630 230,250 1676,644 24 104 164 164 37	at 4,191 7,1895 14 240,993 81 8,509 18 5,401 13 7,132 55	ight of the control o	nihil. ni	50 18 8 93 3	Boulog Central Lyons Orlear Paris : Pa	Amount A	Amien ance vignon	Last price. 140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126 10 137 126	(286,000,400,000,2,400,000,2,500,000,600,000,4,001) Present price. 160 117 15 365 25 120 123 480 230 360 240 30 10 28 225 90 57 55 127 25 127
Preston and Wyre. Sheffield and Manchester. Sheffield and Manchester. South Eastern. Taff Valc Ulster. Yarmouth and Norwich. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby Stehm and Miss. Name of Company Num. of Amshares. Anglo Mexican Mint. 10,000	19	00 179,85: 00 311,756: 00 154,780: 50 20,000 00 62,500 00 67,500	2 355,16i 29 355,16i 29 351,45i 73,464,17i 5 590,000 0 348,632 0 230,256 0 676,644	ant 191 2	in the control of the	nihil nihi	50 18 82 93 37 50 100 55 58 29 37 16 25 00 50 00	Boulog Central Lyons Orlean Paris : Pa	Amount A	All. Ways Amien Amien	Last price. 1140 160 117 15 365 505 120 123 480 230 360 240 360 167 122 28 223 88 57 55 126 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 167 122 10 10 10 10 10 10 1	(286,000,2400,000,2,500,000,600,000,4,000) Present price. 160 117 15 365 120 123 480 220 360 240 30 10 (28 225 90 57 55 55 120 12

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		Length	N STATE		ES AN.			T.		arm ust al tons	I Manuel I I	
	STATE WORKS.	in mile	Cost.	Income.	Expend.	Income.					t deep, a. r cor feet in length.	
	1 Black river canal		1,524,967					The	six millio	ons paid to	the canal 10	ind fr
	2 Cayuga and Seneca		237,000		10,953	24,61	8 14,443	auction	and salt	duties ar	e not includ	ed in
	Champlain canal	- 61	1.251,604		3	116,73	9	estima	te of cost.	The Ge	nesce valie,	and
4	1 Chemung	- 23	681,600		14,486	14,38	5 12,740	Black	river cana	als require	farge sums	ipr th
	5 Chenango		2,420,000		15,967						which advision	
	6 Crooked lake	- 8	156,777		3,674	1,49	8 3,951	is muc	h greater	than the co	timated gruss	s inco
	Erie—enlargement of		12,648,852					of the	e canals	when finis	hed. The	sums
10	S Genessee valley		3,739,000					quired	to comple	te these IW	o canals are	\$2,00
	52 miles opened, cost \$1,500,000				13,819	19,61	1 15,557	000 an	1 8000,00	0, making	their total co 109,900; an	ost wi
110	Oneida lake		59,000		2,239	63	1,636	nnishe	1 55,555,0	Udand 52,	199,900; an	expen
	Oswego	1	565,437		22,742		5 28,599	ture in	curred on	estimated	incomes (adi	mitted
	Beaver division canal					7,38	1 5,386	be libe	ral,) of St	9,000 and	\$14,000 resp	ective
110	Belaware canal						8 22,870	The	total rece	ipts from t	he works of	Penns
11.1	French creek							vania	for 1843	were \$1,91	9,401; for 1	544 8
10	Seneca river towing path						1	164 32			3) millions.	
	Columbia railroad					443,33	6 205,067	Filher	all a all as . A		re as follows	
	Eastern division					179,78	1 138,915					578.4
10	Inniata canal						1 1	Railro	nd tolls.			252,8
19	Portage railroad	130			1	351,10	2 248,943	Motive	nower.			319.
20	Western division canal	- 105										13.
	North branch Susquehannah canal	. 73			1	101 94	57 633	of whi	H BEOF OF	22 is from 1	(18 miles of	railro
. 22	West " " " Hocking canal	. 72			,		3,,000	and ss	78.401 Im	un 559 mile	es of canal.	
10 23	Hocking canal	. 56	975,130	4,757		5,28			outpole of	Ohio are	supported 1.	25 0 m
21	Miami canal	. 85	1,660,742	68,640	38,826	- 77,84	4 22,341	1 ne	Canals of	Omo are	supported b	va P
	Miami extension		2,856,636	8,291		12,72	3 14,741	perty t	I of Da I	in the charles	e dollar. T	idla i
	Miami northern division		322.000									
27	Muskingum	91	1,627,318			30.01	1 1 030	1813 8	£/1,023, a	nd m 181	4 \$515,393, 1	the co
28	Ohio	. 334	4,600,000	322,751	123,398	O 44) W 4.	D. C. G	181 1311	1.E-2 Desille	F 56 1 13 13 1 1 1 1	1 10 C 170	CECASE
29	Wabash	. 91	3,028,340	35,922	6,400	48,589	9 12,817					
30	Walhonding	25	607,269		39,005							nout
31	Western road	. 31	255 015		1,782	8,74	7 2,929	countr	inan eve	er before ki	nown.	
. 32	Sundry works		11,000,000					The	se 21 miil	ions on su	ndry works	yield
33	Maume canal							incom	whateve	r.		-
. 34	Sundry works		10,000,000					The	central ra	ailroad yiel	ds above 6 p	er ce
ch 35	Central railroad	. 110	1,842,308			211,17	0 89,420	and is	the only	State work-	-the Pair c	nal
. 36	Southern railroad	. 68	936,295	24,064	7,907	60,34	1 70,000	cepted	-which is	s able to sta	and alone.	
~~	·····		~~~~	1843.	~~~	~~~	1814.	~~~	Value .	~~~	~~~	
	CANALS.	Length in miles.	Cost.	Gross	e. pe	nt Gross	Nett.	per cent.	of stock.	1	EMARKS.	-
1.	Blackstone	0	400.000		• • • • • • • • • • • • • • • • • • • •				1.	-	erhaps, at son ad to give the se canals, eake and Oh impleted to its trifling incoment of the been comme canal was kn, about one-is said in the enlarged. In or heard o any engineer	
	Bald Eagle Navigation	25	400,000		• • • • • • • • • • • • • • • • • • • •				11	Ca mar n	orlings of car	of fut
	Beaver and Sandy, (part)		1,000,000						tim	o be enable	ed to give the	parti
	Charleston, (S. C.)	104	10 200 400	4~ 69~				1	lars	of all the	se capals.	
	Conestota	104	200,000	41,001				1	1 7	he Chesar	eake and Ob	o ca
	Delaware and Chesapeake.	12	300,000						26 is	not vet co	muleted to	the c
	Schuylkill.	109	3 500 000	279 795 10	0 001	190 69	3 120 624		31 mir	ies, hence i	its trifling in	come.
	Farmington	100	3,500,000	010,100 10	2,001		0,00		11 7	he enlarge	ement of the	Schu
	James river and Kenhawa								kill kill	canal has	been comme	hced.
	Middlesex								T	he Morris	canal was k	tely s
	Port Deposit.	10	200,000				11	1	J.L. for	one million	about one-	burth
	Delaware and Raritan	13	200,000	99 693 5	2 20*	131 49	1 84 455		of i	ts cost. It	is said in th	e pap
	Southwark	40	200,000	33,000 3	0,021	101,10	1 01,200		that	it is to be	enlarged. \	Ve ha
	l'ide Water	45	0 000,000						seer	no report	nor heard o	the !
	Union	80	2,000,000						nois	ntment of a	ing engineer	1
		101	1,000,000						28	illinoist of t	,	1
	Morrie		1,000,000						1			1
1	Morris	101		1	1							
	Morris. Dismal Swamp.		~~~~	~~~~				~~		~~~	~~~~	-
-	Dismal Swamp	Length	No of Lorler	orel.	Size of loc	ks.	Width			Expended	Income	
~		Length	No. of Locka	ge Length o	Size of loc	eks. Depth o	Width on Hottom.		Estimate.	to		1844.
~~	CANADIAN CANALS.	·····	No. of Locka locks. in fee	Length o	Width.	Depth o	n Hottom.	Surface.	Estimate.	to Sept. 1843.	1843.	1
~~ T	CANADIAN CANALS.	Length in miles.		Length of chamber feet.	Width.	Depth o mitre sil	Hottom.	Surface.	Estimate.	to Sept. 1843.		1
~~ T	CANADIAN CANALS.	Length in miles.	No. of Locka locks. in fee	Length o	feet. 26 1-2	Depth o mitre sil	Hottom.	feet. 81	Estimate.	to Sept. 1843.	1843.	1
T ain	CANADIAN CANALS.	Length in miles.		Length of chamber feet.	Width.	Depth o mitre sil	Hottom.	feet. 81 71	Estimate.	to Sept. 1843.	1843.	1
T ain incti	CANADIAN CANALS. The Welland canal	Length in miles.	31 328 1 6	Length of chamber feet.	feet. 26 1-2	Depth o mitre sil	Hottom.	feet. 81	Estimate.	to Sept. 1843.	1843.	1
T ain inctiroad	CANADIAN CANALS. The Welland canal	Length in miles.	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Length of chamber feet. 150	feet. 26 1-2 26 1-2	Depth o mitre sil	feet. 45	feet. 81 71	Estimate.	to Sept. 1843.	1843.	1
Tain inctiroad	CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhous ion branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal.	Length in miles.	31 328 1 6 1 6	Length of chamber feet. 150 150 200	feet. 26 1-2 26 1-2 45	Depth omitre sil feet 812 812 9	n. Hottom. feet. 45 35 45	feet. 81 71	Estimate.	to Sept. 1843.	1843.	1
Tain inctiroad	CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhous ion branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal	Length in miles.	31 328 1 6 1 6 	Length of chamber feet. 150 150 200	of Width. feet. 26 1-2 26 1-2 45	Depth omitre sil feet 812 812 9	n. Hottom. feet. 45 35 45	feet. 81 71 85	Estimate. 3,948,572	to Sept. 1843. 2,485,572	1843.	1
Tain unctiroad Talopa	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous on branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal	Length in miles. ie 28 21 1 1-2	31 328 1 6 1 6 2 7 2 11 1	Length of chamber feet. 150 150 200 -2 200 200	feet. 26 1-2 26 1-2 45 45	Depth of mitre oil feet 812 812 9	n Hottom. feet. 45 35 45	feet. 81 71 85	Estimate.	to Sept. 1843. 2,485,572	1843.	1
Tain unctiroad Talopa	CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhous ion branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal. s and Port Cardinal. Plat. "'s point.	Length in miles.	31 328 1 6 1 6 	feet. 150 150 200 200 200 2 200 2 200 2 200	feet. 26 1-2 26 1-2 45 45 45	Depth omitre sil	feet. 45 35 45 50 50 50	feet. 81 71 85 90 90	Estimate. 3,948,572 672,498	sept. 1843. 2,485,572	1843.	1
Tain inctiroad Talopaapid	CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhous ion branch to Dunville { not adde creek branch to Port Maitland { below. The St. Lawrence canal s and Port Cardinal Plat T's point Il, passing the Long Sault rapids	Length in miles. ie 28 21 1 1-2 2 4 3-4 11 1-2	31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48	E Length of chamber feet. 150 150 200 200 200 200 200	feet. 26 1-2 26 1-2 45 45 45 55	Depth omitre sil	feet. 45 35 45 50 50 50 100	feet. 81 71 85 90 90 90 150	Estimate. 3,948,572 672,498 865,372	Sept. 1843 2,485,572 973 1,665,663	1843.	1
Tain troad Talopapid	CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhous ion branch to Dunville treek branch to Port Maitland below. The St. Lawrence canal. s and Port Cardinal. Plat. I) plat. I) passing the Long Sault rapids. The St. Long Sault rapids. The St. Lawrence canal. Color of the S	Length in miles. 1e 28 21 1 1-2 2 4 3-4 11 1-2 d 11 1-4	31 328 1 6 1 6 	feet. 150 150 200 200 200 200 200 200 200 200 200 2	feet. 26 1-2 26 1-2 45 45 45 45 45 45	Depth of mitre sile feet 8 1 2 8 1 2 9 9 9 9 9 9 9 9 9	feet. 45 35 45 50 50 50 100 80	feet. 81 71 85 90 90 90 150 120	Estimate. 3,948,572 672,498 865,372 1,190,087	Sept. 1843 2,485,572 973 1,665,663 275,426	1843.	1
Tain troad Talopapid apid arren awal uhar	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous fon branch to Dunville for the St. Lawrence canal s and Port Cardinal Plat	Length in mites. ie 28 21 1 1-2 2 4 3-4 11 1-2 id 11 1-4 . 8 1-2	31 328 1 6 1 6 	feet. 150 150 200 200 200 200 200 200 200 200 200	feet. 26 1-2 26 1-2 45 45 45 55	Depth omitre sil	feet. 45 35 45 50 50 50 100	feet. 81 71 85 90 90 90 150	Estimate. 3,948,572 672,498 865,372 1,190,087 old canal.	973 1,665,663 275,426 400,000	1843.	1
Talain inctiroad Talopaapid arrenawal	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous ion branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal 1 Plat n's point ll, passing the Long Sault rapids nois, do. Coteau, Cedars and Cascades roa, do. Lachine rapids tent of do.	Length in miles. ie 28 22 1 1-2 2 4 3-4 11 1-2 d 11 1-4 8 1-2	31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	feet. 150 150 200 200 200 200 200 200 200 200 200	feet. 26 1-2 26 1-2 45 45 45 45 45 45	Depth of mitre sile feet 8 1 2 8 1 2 9 9 9 9 9 9 9 9 9	feet. 45 35 45 50 50 50 100 80	feet. 81 71 85 90 90 90 150 120	Estimate. 3,948,572 672,498 865,372 1,190,087	973 1,665,663 275,426 400,000	1843.	1
Talain troad Talopapid aprid arrer aprid arrer anine, gem T	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous fon branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal Plat n's point ll, passing the Long Sault rapids nois, do. Coteau, Cedars and Cascades roa, do. Lachine rapids tent of do cotal from lake Erie to the sea	Length in miles. 1e 28 21 1 1-2 4 3-4 11 1-2 dd 11 1-4 8 1-2	31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	Length of chamber of c	of Width. 1cet. 26 1-2 26 1-2 45 45 45 45 45 45	Depth o mitre sit feet 2 8 1-2 2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Bottom. feet. 45 35 45 50 50 50 100 80 80	Surface feet. 81 71 85 90 90 90 150 120 120	Estimate. 3,948,572 672,498 865,372 1,190,087 old canal. 1,001,333	973 1,665,663 275,426 400,000 64,439	1843. 64,658 29,288	1
Talain troad Talopapid aprid arrer aprid arrer anine, gem T	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous fon branch to Dunville for the St. Lawrence canal s and Port Cardinal Plat	Length in miles. 1e 28 21 1 1-2 4 3-4 11 1-2 dd 11 1-4 8 1-2	31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	feet. 150 150 200 200 200 200 200 200 200 200 200	feet. 26 1-2 26 1-2 45 45 45 45 45 45	Depth of mitre sile feet 8 1 2 8 1 2 9 9 9 9 9 9 9 9 9	feet. 45 35 45 50 50 50 100 80	feet. 81 71 85 90 90 90 150 120	Estimate. 3,948,572 672,498 865,372 1,190,087 old canal. 1,001,333	973 1,665,663 275,426 400,000	1843.	1
Talain troad Talopapid aprid arrer aprid arrer anine, gem T	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous fon branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal Plat n's point ll, passing the Long Sault rapids nois, do. Coteau, Cedars and Cascades roa, do. Lachine rapids tent of do cotal from lake Erie to the sea	Length in miles. 1 28 21 1 1-2 2 4 11 1-2 4 11 1-2 4 11 1-2 6 11 1-4 8 1-2 12 66	31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	Length of chamber of c	of Width. feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45	Depth o mitre sil feet, 8 1 2 8 1 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	n Hottom feet. 45 35 45 50 50 100 80 80 80	Surface. feet. 81 71 85 90 90 90 150 120 120	672,498 665,372 1,190,087 old canal 1,001,333 200,000	973 1,665,663 275,426 400,000 64,439 440,000	29,288	1
Tain inctiroad Talopa apid arrenwal uhar hine, gem	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous ion branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal 1 Plat n's point ll, passing the Long Sault rapids cnois, do. Coteau, Cedars and Cascades roa, do. Lachine rapids tent of do. Cotal from lake Erie to the sea	Length in miles. 1e 28 21 1 1-2 2 4 3-4 11 1-2 4 11 1-2 66	31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	Length of chamber of c	of Width. feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45	Depth o mitre sil feet. 8 1 2 8 1 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Bottom. feet. 45 35 45 50 50 50 100 80 80	Surface. feet. 81 71 85 90 90 150 120 120 1.	672,498 665,372 1,190,087 old canal. 1,001,333 200,000 Div. Val	973 1,665,663 275,426 400,000 64,439 440,000	1843. 64,658 29,288	1
Tain troad Talop: apid arren apid arren hine, rgem T	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous fon branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal Plat n's point ll, passing the Long Sault rapids nois, do. Coteau, Cedars and Cascades roa, do. Lachine rapids tent of do cotal from lake Erie to the sea	Length in miles. 1 28 21 1 1-2 2 4 11 1-2 4 11 1-2 4 11 1-2 6 11 1-4 8 1-2 12 66	31 328 1 6 1 6 2 7 2 11 1 1 31 7 48 9 82 1 5 44 1 57 525 9 74	Length of chamber of c	of Width. feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	Depth omitre silf feet, 812 812 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1. Hottom. 1. Feet. 45 35 45 50 50 100 80 80 184	Surface. feet. 81 71 85 90 90 150 120 120	Estimate. 3,948,572 672,498 865,372 1,190,087 old canal. 1,001,333 200,000 Div. Val	973 1,665,663 275,426 400,000 64,439 440,000	29,288	
Tain unction apid arren nwal uhar hine, rgem	CANADIAN CANALS. The Welland canal trunk from Port Colborne to Port Dalhous ion branch to Dunville creek branch to Port Maitland below. The St. Lawrence canal s and Port Cardinal 1 Plat n's point ll, passing the Long Sault rapids cnois, do. Coteau, Cedars and Cascades roa, do. Lachine rapids tent of do. Cotal from lake Erie to the sea	Length in miles. ie 28 21 1 1-2 2 4 3-4 11 1-2 dd 11 1-4 8 1-2 66 Length miles	31 328 1 6 1 6 1 6 2 7 2 111 1 31 7 48 9 82 1 5 44 1 57 525 9 74	Length of chamber of c	f Width. feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 1843. Ilsta. Ilsta. Illucome. ss. Net	Depth omitre aid feet, 812 812 9 9 9 9 9 9 9 9 9 9 1 1 1 1 1 1 1 1 1	10 Hottom. 10 Hottom. 10 Hottom. 150 Hotto	Surface. feet. 81 71 85 90 90 150 120 120 1.	672,498 665,372 1,190,087 old canal. 1,001,333 200,000 Div. Val	973 1,665,663 275,426 400,000 64,439 440,000	29,288	

		Leng			Loans	Number	Paid	1 18	343.	Div.		44.	Div.	Previ-	Week	endi
	RAILROADS.	mile	18.	Cost.	and debts.	of shares.	share		ome. ·	per cent.	Gross.	me.	per cent.	prices	Shares	
1	1 Dowland Carl and Portemouth	50		1 200 000	ueois.				1					991	1	11
le. H.	1 Portland, Saco and Portsmouth 2 Concord	35						89,997	47,166	1	124,497	74,841	12	130		5 7
ass.	3 Boston and Maine	56						100 045	68,499	6	233,101	86,401		110		, 11
6	4 Boston and Maine extension	17	1-4		unfin.			178,745	00,100	0	200,101	00,401	, ,	110		
	5 Boston and Lowell.	26						277 315	144,000	8	316 909	147,615	8	1181	1	
66	6 Boston and Providence	41			none.	18,600		233 388	110,823	6		156,109		1081		
66	7 Boston and Worcester	44							162,000			195,163		1161		11
**	8 Berkshire.	21		250,000	not stated				17,500	7	17,737					
66	9 Charlestown branch			280,260						13		13,971	51	82	12	7
66	10 Eastern	54		2,388,631	1			279.563	140,595	6		227,920	8	1091		10
	11 Fitchburg	50			just opn'd						42,759			120	51	12
	12 Nashua and Lowell	14 1	1-2					84,079		8	94.588		10	120		
	13 New Bedford and Taunton	20						50,671	24,000	6	64,998	24,000	6			
	Morthampton and Springfield				unfin.											
33	15 Norwich and Worcester	59		2,170,366			100	162,336	24,871		230,674	99,464	3	691	8,968	
22	16 Old Colony			87,820												10
	17 Stoughton branch	4		27,909	unfin.											
	18 Taunton branch	11		250,000			• • • •		20,000	8		29,000	8	118		1
- 1	19 Vermont and Massachusetts			44.540			100									
66	20 West Stockbridge	3		41,516			100		204 100				4			1
11	21 Western, (117 miles in Mass.,)	156			4,686,202		• • • •	573,882	284,432		153,753	439,679	3	994	504	10
14	Worcester branch to Milbury	~		8,431		• • • • • • • •	••••			• • • •				97.		
	3 Housatonic, (10 months,)	74		1,244,123		10.000	100				150,000			351	75	
	4 Hartford and New Haven	38 25 1		1,100,000						• • • •			6	89		• •
	5 Hartford and Springfield	48		000,000				110 000		• • • •	154 83	BO 045		41	E 004	1:
V	Attica and Buffalo	31		2,600,000	000,000	13,000	100	113,889	7 500	• • • •	154,724			41	5,284	4
	8 Auburn and Rochester	78		336,211 1,796,342	200,000	14,000	100	45,896	7,522	• • • • •	13,248	48,033	0	1061	***	lin
12	9 Auburn and Syracuse	26			200,000			26,093	112,000	• • • •	00 200	102,007	6	1061		10
6	0 Buffalo and Niagara	20				1,500			27,334				6	116		
9.	Erie, (446 milės,)							•••••		• • • •	• • • • • • • • • • • • • • • • • • • •			30	464	3
16	2 Erie, opened	53		0,000,000				•••••	48 000		126,020	50.000		30	404	1
16	3 Harlem	26		1 206 231					40,000	••••	140,685	59,075 62,399		70	425	7
11 3	4 Hudson and Berkshire	31	-	575,613			50			****		1.941	. 0	10	50	1
	5 Long Island	96		1 610 221	392,340	29.846					153,456			77	10,365	
	6 Mohawk and Hudson	17		1,317,893				69 948	58,780	••••	179,804	45,763		621	225	
	7 Saratoga and Schenectady	22						42,242				8,455			440	
6 3	Schenectady and Troy	20 1	-2					28,043			32,646					1
3	9 Syracuse and Utica	53		1.151.576	none.	16.000	621	163 701	72,000	****	192,061			1151	100	111
4	0 Tonnawanda	43		727 332				76,227		••••	114 177	75,865			100	
1	1 Troy and Greenbush	6	1					10,001			114,111	10,000	J			
4	2 Troy and Saratoga	25						44 395	21,000	****	38.502	9.971	91			1
	3 Utica and Schenectady	78	- 1	2.168 165	none.	20.000	100	977 164	180 000	0	331 039	100'004	Q"	129		
. J. 4	4 Camden and Amboy	61		3 200 000				689 839	383 880;		784 101	401 05C		1101	146	110
1	5 Elizabethtown and Somerville	26		500,000					ì							
1	6 Morris and Essex															
16	7 New Jersey	34	1	2,000,000										94	169	93
	8 Paterson	16	- 1	500 000									6	85		
a.	9 Beaver Meadow	26		1 000 000												
	O Cumberland Valley	46		1 250 000												
-	Harrisburg and Lancaster*	36	- 1	860 000			1		1					30		
10	2 Hazleton branch	10		120 000							1					
5	3 Little Schuylkill	29		900,000												
5	4 Blossburg and Corning			600,000												
2	5 Mauch Chunk*	9		100,000		1										
14.	6 Minehill and Schuylkill Haven*	18		315,000			• • • •			12				1431		
	7 Norristown	20		800.000										61		
	8 Philadelphia and Trenton	30		400.000				. 1		1				104		
	9 Pottsville and Danville	29 1	-2	1,500,000	7 447 570	40 000	50				*******					1
14	il Schuylkill valley*	94	1	1,000,000	7,447,570	40,200	30	• • • • • • • •	• • • • • • •	• • • • •	597,613	343,511		501	1,613	
10	2 Williamsport and Elmira.	10	-	400,000				90.000								
	3 Philadelphia and Baltimore	25		1 400,000				20,000	200 000	• • • • •		216.00		40		1
el.	4 Frenchtown	93	1	600,000					200,000	• • • •		210,000		431	9,014	43
Id.	35 Baltimore and Ohio, (1st Oct.)	16		7 693 600		3		E~E 095	270 400		PEO COOL	040 040		40:		1::
	6 Baltimore and Susquebanna	158		3 000,000				0 10,230	219,402	••••	008,620	346,946	• • • •	481		48
	87 Baltimore and Washington	38	1	1.800.000				177 000	71 601		010 100	104 = 20	• • • • •	5	• • • • • • •	
a. (SGreensville and Roanoke	17 1	0										• • • • •	81		
	9 Petersburg and Roanoke*	60	-2	713 7 25 4 1							100 0711	70 000	9			1
	70 Portsmouth and Roanoke	78 1	0	-850.000												1
16	Richmond and Fredericksburg*	61 1	9	I SERFERRE							1					
	72 Richmond and Petersburg*	22 1	0	7(N) (NN)												
6	3 Winchester and Potomac*	30	-	SOUTHERN					1				-			1
C.	4 Raleigh and Gaston *	84 1	-9	1.360.000						-						
	5 Wilmington and Raleigh*	161		1.800.000												
C.		136				24 410	-				532 871	140 100				
6	7 Columbia	CC	1	0,671,452				GMTI AGAI	77 4561		220 4251	100 004		2.5		1
a.	8 Central	190		2.581.793				227 539	93 190		0.00,460	100,704		30		•••
	79 Georgia	147 1	0	2,650,000				248 026	158 907		248 000	147 500	• • • •		• • • • • • •	•••
.y .	Canigion and Onio	40		CHERTINA							1					
hio	St Little Miami	40		450 000												
	Mad river		-													
	viau liver	411														4
16	32 Mad river	40 56		152 000									• • • •		*****	

communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

Thursday, March 27, 1845.

WESTERN RAILI	ROAD		Rec	cipts for the	ne week en	
ing March 15:				1845.	1844.	
Passengers,	-		-	\$4,704	\$4,394	
Freight, etc.,		-		5,146	3,643	
Total,	-		-	\$9,852	\$8,037	

Nett gain in ten weeks, \$38,987—being 31 per ct. over last year, when the gain was \$185,000 over '43.

MINEHILL AND SCHUYLRILL HAVEN RAILROAD .-The following is the amount of coal transported over this road, for the week ending on Wednesday evening last: 4,549.01 Per last report, 45,189.05

49,747.06 Total, THE COAL TRADE. - Sent by railroad up to Thurs

day evening last.—Miners' Journa'.
Schuylkill Haven, 2,616-03 Pottsville, 6.562-11 Per last report, 65,174.57 71,736 68

Sent by canal up to Thursday evening last:

From Pottsville, 2,071.07
The canal was opened throughout on the 10th of March, but owing to stormy weather, no boats moved reported are in no very enviable condition. for several days after the opening.

No returns from Schuylkill Haven or Port Clinton.

The Tribune is not pleased with our remarks on the canals of New York, but like every other political paper in the State, cautiously avoids any notice of the State monopoly of western freight-and the immense injury inflicted on the farmer of western New York by this "peculiar institution." Our respective opinions on the relative merits of governmental and private works, may or may not be important, but here we have a fact which we must grapple with, or pass by as "an ugly customer." Every political Journal in the State has so far adopted the the revenue of the Erie canal might be somewhat dicity would be benefitted by the permission to an extent exceeding the entire income of the canal, they, the politicians, would lose a little patronage. He be a moment's hesitation in such a case.

But there are other causes why we shall have the misfortune (if such it be) to differ with all papers their estimate of the Montreal railroad. devoted to one object, and conducted mainly with the Though conducting a railroad Journal, and believing against the board of works, which will probably fall former is pretty bertain—for a time. railroads to be every way better adapted to this coundafter this year; that is, after all the money is gone. The N. York canals will be opened 15th April.

and would not comprehend, far less appreciate, the without which there is little prospect of successions. information be true, without respect to its being for board of works. or against the general cause which such journal advocates.

RAILWAYS OF NEW YORK.

The "annual report of the secretary of State reis 6381 miles, the cost \$19,606,737, the gross income quehanna, the Buffalo and Niagara Falls, the Lewyear." He might have added that some of the rereports sent in were little better than nothing.

When a railroad is in debt, and has occasionally to meet payments of principal as well as interest falling due, the work may earn well, though the shareholders for a time receive nothing; hence the actual amount paid in dividends does not give a fair view of the condition of the works. The reports will of course appear in the Journal, and it will be our duty closely to examine them, and aid our readers in arriving at correct conclusions as to the working of the system in this State. The rate per cent. of dividend is not given in the reports, and in filling up our table we may have committed some errors. Out of fourteen railroads, six only have declared dividends! indeed, we might say out of nineteen, for we presume that the roads which have not

The price of railroad iron has greatly adrailway and mining journals leads us to believe that out the year

Correspondents will oblige us by sending in their try than canals we are by no means slow in pointing [] A charter has been granted from Montreal to out any of their defects, as the last few numbers of the province line, so as to connect with either the our Journal will testify. Now, for example, with a Portland or Boston route, but we hear nothing decitariff or Texas journal, the case is different: they ad- sive as to the guarantee of two or three per cent. on mit nothing which does not favor tariff or Texas, a considerable sum, to aid the road in the province, course of a journal, which only asks whether the might say none. It will of course be opposed by the

> A complete survey of the routes from Montreal to the lines is indispensable, to show which route will be most advantageous to that city: for, as the capital must come thence, if it come from Canada, the first question is, which route is best for Montreal. Two lative to railroad statistics," is out. Of the fifteen routes, differing materially in character, have been railroads which have reported, the aggregate length surveyed, and found practicable, but we have not seen an attempt at an investigation of their comparfor 1844 \$1,768,472, the expenses for 1844 \$799,753, ative merits, though this must be done, and well done the earnings \$968,719, and the dividends \$516,491. too, before any decisive movement can be expected In this statement we have assumed the gross receipts in Montreal. A little exertion might secure an apof the 381 miles of the Albany and West Stock-propriation for a survey, though it should not be left bridge railroad at \$184,813, and its dividends at 6 to the board of works to carry it through, as no man per cent. on cost. The actual dividends of all these in the province would trust his own money in their roads little exceed 21 per cent.! The secretary says, hands, or would place any confidence in their state "The Buffalo and Black Rock, the Cayuga and Susments. We do not profess to know whether any course would secure the necessary amount of subiston, and the Lockport and Niagara Falls railroad scriptions, but there will be no chance of success companies have not reported to this office the present without a full and fair examination of the rival routes, by men whose skill and character will command the confidence of men of business.

> > We acknowledge the receipt of the reports of the New York railroads from some friend at Albany; of the argument of C. G. Loring, Esq., on behalf of the Eastern railroad company, from B. T. Reed, Esq.; of several pamphlets on the Schwikill navigation, and of the report of the Petersburg railroad company.

It appears that the legislature is about giving permission to the New York and Erie railroad company to make a branch to Newburgh and will revive the charter of the Goshen and Albany railroad. In connection with this latter move is the project of connecting the Paterson railroad with the Erie, 18 miles from Piermont, so as to make a cortinuous line from Jersey city to Albany. Should these plans ever be carried out, the last 18 miles of the Eric railroad would be useless, as all the freight vanced, and would range from 80 to 90 dollars in would go by Newburgh during nine months of the New York. A careful examination of the English year, and all the passengers by Jersay city through-

a considerable advance will be maintained for some The legislature of New York has imposed time, though the present rise must necessarily be, to canal tolls on freight carried over the Troy railroads, some extent, speculative. Still it has deterred the and it is proposed to impose the same on the Mohawk New Jersey railroad company from relaying their and Hulson railroad, with a very ingenious "im. track, and will probably have the same effect on the provement," as "additions," as often called here. Utica and Schenectady and Utica and Syracuse The length of the railroad is 17 miles; of the canal companies. The former of these companies peti- between the same points, 30 miles, on which latter tioned to be allowed to increase their capital \$500,- distance they intend to charge canal tolls. Each latter course. They fear that, if the farmer, and the 000; but, as they will require about 10,000 tons of ton (2240 pounds) of merchandize will therefore inhabitants of western New York, generally, were iron, they must ask for a million, or give up for the pay 60 cents canal tolls for the privilege of being allowed to select their own mode of transportation, present. This news will be a severe blow to the carried over 17 miles of railroad-very nearly as western States, especially Ohio and Michigan, where much as the railroad company would charge for minished; and, though western New York and this the spirit of private enterprize, so long kept down by transportation, including loading and unloading, governmental competition, was just beginning to wharfage, insurance, etc., were the trade open to show itself. Pennsylvania was fortunate enough to competition. Were the Eric railroad completed. get in nearly 10,000 tons before the rise, principally, the State would impose canal tolls on all freight and must indeed be blind, who imagines that there would if not exclusively, to aid in developing her resources passengers diverted from the Eric canal, and it is in coal and iron. Our friends "down east" will be well known that a vast number of emigrants and under the necessity of adding a million or two to others pass in boats with their furniture from Albany to Buffalo. As we observed some time since, the go-It appears that the Canadian "ministry" are vernment and the canals are out in full force against view of supporting that object, right or wrong. - bothered to death with complaints and serious charges the railways and the people, and the success of the

RAILWAY LEGISLATION.

On reading the numerous articles on rail-British Quarterlies during the last year, we there with reference to their "main line," railway somerset, and, in place of opposing Pennsylvania. the formation of corporations as hitherto, is now more likely to trench on the rights of the citizens in their favor. In the legislatures of Maine and Canada, the projected Atlantic and St. Lawrence railway is said to have carried all before it, and the guaranthe of $2\frac{1}{2}$ to 3 per cent. on a considerable loan by the province to a company appears to be confidently anticipated. The State of Massachusetts having wisely abstained from entering into competition with her own citizens, and having thus given fair play to private enterprize, finds her territory already so traversed by railways, that new projects partake, in many cases, of the nature of competing lines, and a sort of railway board has been formed to prevent the construction of too many roads, as in England. Even Vermont has been slightly agitated by the projected railroad to Burlington, and we again notice some very small symptoms of vitality now that Montreal appears to be regarded as the terminus, rather than that flourishing village. In New York we have applications for, and amendments to charters without end. From the very slight acquaintance with the trade, wants and resources of the country, possessed by most of our public men, from their want of general information, and above all, from their inability to grasp the great and complicated subject of railways, we anticipate nothing very favorable to the cause, unless by sheer good luck. The total omission of the subject in his message, by a governor leaving our contingent fund nearly the same of Mr. Wright's pretensions, to which we all as last year. luded at the time, demonstrates far too forcibly the truth of our not very compliment that the actual current expenses have by no tary observation. Any man-not steeped means been increased in proportion to the in political squabbles-could see that railway legislation would be the most difficult subject to handle of any to be brought for are from an influx of foreign travel and a ward during the session. In Pennsylvania, great improvement in our inward trade.railroads and canals are in a wretched condition; and we see no signs of railway legislation becoming necessary there. tion to throw obstacles in the way of a work season's business outward, between Laprairie which has already encountered and overcome from those now before you; so much indeed more difficulties than half the railways in are the committee under this impression, etc.

we are happy to notice that the Philadelphia line generally; and in doing so they confiway legislation which have appeared in the Inquirer ably advocates the same policy little imagined that we were ourselves on the which is nearly one-third railway. In anvery eve of similar exciting scenes and con- other page will be found some pungent and ture dividend : these repairs, it may be as tentions. But, within two months, the le-pertinent remarks on the present condition well to state, involve a renewal of the super. gislature of New Hampshire has made a and prospects of the works of Ohio and structure; but it is expected that the plans

> CHAMPLAIN AND ST. LAWRENCE RAILWAY. The Bane and Antidote.

formation on the progress and prospects of water, to fill her place in the line to great the government works of Canada, we now advantage. It is, however, considered of submit to them the results produced by the importance that the company should have opposite principle—private enterprize.

Small and weak as may appear the antidote, it will yet be sufficient eventually to smaller dimensions. counteract the withering influence of a course of government jobbing, surpassing, if possible, that of New York, Pennsylvania, Ohio or Illinois. It is the star which points out to the craft engaged in the western trade. the only way to success in public worksbacked by the governor and both houses, will never make such a report and such a they have undertaken, as is here presented faction to the committee. to the shareholders, by John E. Mills, Esq., the chairman, and W. D. Lindsay, Esq., the commissioner of the Champlain and St. Law. rence railway. We give a few extracts.

subject than by calling your attention to the the money market. very satisfactory statement of the returns of the business of the past season, now on the table, out of which we have not only paid the balance due on the lease of the "Prince Albert," iron steamer, but are enabled this day to declare a dividend of £3 10s. per share, payable on the 20th of next month,

"It is a matter of satisfaction to know business and returns.

"The sources from which we have derived an increased revenue over former years Out of which paid on account of iron are from an influx of foreign travel and a steamer, (the balance,) . . . These two important sources we have every reason to presume will annually continue to improve.

"Our outward trade has declined this year Contingent fund carried to 1845, and St. Johns, will show very differently the Union. In Michigan there is a strong that they strongly recommend adequate pro-

disposition to "sell out" their railways, and vision for a great increase of business on the dently hope that the receipts of the coming season will enable the company to pay for all additional outlay, besides meeting the repairs to the road, without trenching on a fu. and precautions recommended to this end. are such as will enable the company to proceed in their regular business without interruption.

"The iron steamer, which had been scarce. Having in our last, as well as at various ly tried when I last addressed you, has been other times, given our readers pretty full in- found from her capacity and light draught of control over a second boat, and the committee recommend that the services of another one should be secured—and, if possible, of

> "In consequence of Laprairie being made a warehousing port, the committee recommend improving the approach to the company's wharf, so as to afford every facility

"I have again to report the continued abthe union of skill and character. We ven. sence of all accident to passengers transure to predict that the board of works, ported over our road—a strong presumptive proof of the care and attention to their respective duties of the servants of the company having charge of the same, all of whom, statement of the achievements of any work I am happy to say, have given entire satis-

"I will not trespass on your time, gentlemen, further than to congratulate you on the very prosperous condition of the affairs of the company; the best evidence of which, and of its estimation by the public, being "I cannot perhaps better introduce the the prominent position our stock assumes in

> John E. Mills. Chairman. Railroad office, Montreal, Jan. 20, 1845.

GENERAL STATEMENT FOR 1844. Gross receipts of the business of 1844, £15,333 19 11 Less probable amount of overcharges and deductions, 100 00 00 15,233 19 11 Off current expenses, including bridge 8,815 12 00 and a new passenger car, etc. 6,418 711 Add contingent fund remaining of '43, 1,732 2 6 8,150 10 5 3,035 19 4 Amount at the disposal of the company 5,114 11 1 Out of which a dividend of £3 10s. per share, is declared upon the capital stock paid in £43,000 is 3,500 00 00 1,614 11 1

The current expenses include from £800 to £1,000 for a new bridge, passenger car,

At the last annual meeting a handsome

we find it

stockholders."

GOVERNMENT ENGINEERING IN OHIO AND PENNSYLVANIA.

Management of Public Works in Ohio .spread before the people, far and wide.-Ohio State Journal.

charges against the board of public works. That has already been done by one who, as a witness, he commended to the other side, as one entitled to full credit and belief; and the same communication tells us, 'that no who are apposed to the passage of this bill. He offered as a witness a no less personage than John Brough, Esq., auditor of State. When alluding to the estimate of the diffe- tension canals.' So alarming was the exa point, that results could be safely ascerestimates are not paid in full, the payments ures, and finds that those canals cost about on the Wabash and Erie canal have exceed. double the amount per mile, that the Ohio ed even Mr. Dickinson's last estimate from canal cost? From this fact alone, who breadth of the commonwealth. twenty-five to thirty thousand dollars, and doubts the charges made by the auditor? and those on the road from thirteen to fifteen who does not feel that the half was not told thousand doilars. Also the payments on the Miami extension canal have exceeded the years ago, and turned out these unfaithful ser. His plan is to let the company go into on estimates of Mr. Spencer, rising seventy vants, millions would have been saved to the thousand; exclusive of seven thousand doi. State. For it is a fact at which all hones lars to his unrestricted check. It would be men must startle, that when the Ohio canal well if the matter stopped here, and these was completed and the Miami canal finished payments, however excessive, embraced the up to Dayton, our entire debt was only \$4, still outstanding, and more are due to con. to nearly \$20,000,000. Who that knows tractors. From the best information we can anything about these works or the finances get, there was yet uncovered by the late loan of the State, believes the great increase has at the end of the fiscal year, about two hun. been honestly incurred? What important ing upon what they considered the most au report just read, will account for the amount of interest. Another feature is, that as the

ditor had stopped here. In the same docu the board of public works. "Resolved, That in consideration of the ment he continues an follows:- unlearned importance, affect the credit of the State. the truth of these charges?" If this is but another of the many errors of judgment of which, in the construction of our public works, we have had so much rea-The speech of Mr. Eckley, in yesterday's son to complain-if the debt was actually Journal, will well pay perusal. It is on a under-estimated, it cast many strong doubts subject that has excited a good deal of the upon the system itself, and the watchfulness public attention. In connection with this as well as competency, of the officers who subject, it is our intention to publish the re- have it in charge. If the keeping correctport of the standing committee on the na ness of detail in the keeping of accounts, tional road, presented to the Senate by Mr. had been observed, these officers should have Anderson on the 2d instant. We have at known to a fraction what amount of checks tentively examined this report, and we have had been issued, and what had been paid, no hesitation in saying that it discloses a and have been able to estimate nearer than scene of speculation and fraud seldom wit. one hundred thousand dollars, what amount nessed. It is no wonder that the national would remain due on the completion of exroad runs the State in debt. We shall pub. isting contracts. But speculations upon or lish this document at the earliest period our repining at results, are alike vain. The evil columns will allow. The facts should be is upon us. The debt exists, and its payment is a duty from which we may not shrink. Investigation into the conduct of "I do not arise for the purpose of making public officers is not only the right, but, under these circumstances, it is the duty of the general assembly.'

"But the same witness proceeds, and in works, but what there has been an inordinate and almost profligate expenditure of money on the Wabash and Erie and the Miami ex-

sum was voted for a piece of plate to be pre-thentic information, have been betrayed in- of debt we now owe. And this is but an sented to the chairman, John E. Mills, Esq., to statements which unfor unately are not isolated case, from the whole mass that is, and in the proceedings of the present year substantiated by the facts.' But it would and perhaps always will be shrouded in mysbe fortunate for those implicated, if the Austery. Another matter and he would dismiss

"He had been told that the subordinates valuable and gratuitous services rendered to as I am in the cheeks and balances that have had been in the habit of hiring laborers at the company by Charles H. Castle, Esq., as been established, and the manner of keeping fifty cents a day, and charging the State one treasurer and registering clerk, the sum of accounts on the public works, I am not able dollar; thus making out of the sweat and 2501. be voted him as an evidence of the to throw any light upon these discrepancies toil of the poor laboring man one hundred value entertained of his services by the which cast a temporary gloom upon the fi-per cent. In view of the millions that the nances, and must, far beyond their actual State has already lost, who can now doubt

> THE SALE OF THE PUBLIC WORKS. -THE DEBT AND HONOR OF THE STATE.

Mr. Herr, of Lancaster, recently made a long speech in our legislature, in favor of the sale of the main line of the public works. He contended that the integrity of the commonwealth could not be maintained without such sale; and that any member who argued to the contrary exhibited a lamentable ignorance of the real state of affairs. He carnestly advocated the payment to the utter-most farthing of the State deht, and said that in order to accomplish this, we must husband our means, always having a strict. regard to the interests of the people, upon whom we must rely in the final emergency -not by constant appeals to their patriotism for that term has lost its charm by its too frequent use, (patriotism and love of coubtry have of late years been a sovereign balm for all our ills) but by giving them an evidence that we never lose sight of their interest in all our deliberations.

His view was to stay the destructive powho needs no corroborating proof with those one can doubt, by looking at the cost of the licy of repudiation. Our means he regarded as ample, if properly applied—but in the first place, he thought that the price of the public works should be fixed at an available sum, or a sum likely to be obtained, and that rent members of the board of works, that penditure, that the auditor joined with the the people would sustain this course on the functionary uses the following language:— other fund commissioners, in refusing to pay part of the legislature. But if on the other to upon bringing up the disbursements to such the checks upon certain portions of those hand, the legislature should refuse to take works. And who can doubt but what the any further action in the disposition of the tained, it was found that while Mr. Ransom's auditor was right, when he looks at the fig public works, he for one should not be surprised if, before a twelvemonth, repudiation should be favored through the length and

We perceive also that Mr. Cooper has suggested a bill, calculated to effect the ob-His plan is to let the company go into oneration, on \$10,000,000 being subscribedthe stockholders then to elect six directors and the State three—the works to be under the control of these nine. The stockholders to receive five per cent. out of the revenues whole debt. But it does not. Checks are 900,000; which has since that time increased of the works, on the \$10,000,000 subscribed -the State to receive five per cent. on the stock held by her, if the revenues should amount to enough. If they should yield more than five per cent. on the \$20,000,000 dred thousand dollars of debt on the works, works have we made since that time, that the balance to be divided equally between The legislature undoubtedly intended to pro- our liability should be increased three-fold the State and the stockholders. By this vide for the whole debt of the State, and the Sir, since that time, our State has been one plan, the State debt would be reduced \$10,fund commissioners labored assiduously to common plunder ground. Frauds and spec 000,000 at once, while the stockholders carry out that pupose. The one has been culation have been the order of the day would receive no more from the revenues of thwarted in its object, while the others, rest. Such transactions as are shown forth in the more stock is authorised to be subscribed, participating in the advantage.—Now, how- and the Ericsson Steamboat Line (by way until the whole \$20,000,000 shall have been ever, the Philadelphia and Reading Railroad, of the Chesapeak and Delaware Canal) at taken The subject is an important one, and which is finished, has proved such an inju. 10 cents per 100 lbs. for all kinds of mer. we trust that the legislature will govern rious competitor, that it has left off paying a chandise. - Balt. American. themselves accordingly .- Phil. Inq.

ing from the London Times of the 221 Feb. ruary, shows that John Bull begins to dis- it was productive of any benefit. Many criminate between canal and railway loans think this is a preparatory step towards the in this country. The shot is a fair one, and negotiation of a loan in Europe, but considerworthy the late Rev. S. Smith, to say that ing the estimation in which Pennsylvania so long as the Schuylkill Canal paid divi- credit is at present held, it was certainly a dends of 25 per cent., and its stock was worth needless trouble."-J. of Commerce. \$350 per 100, it was kept at home; but now, when below par, it is offered abroad. Such is the onward march of railways, that this class of improvements in the eastern states is already decidedly preferred: and a great change is taking place in the public mind in this state and in Pennsylvania.

The contest for superiority between the Schuylkill Canal and Reading Railway, is looked upon with much interest by our citizens, and a year more will settle the question in favor of the cheaper transportation, at all seasons of the year, by the "better improvement of the age." The panacea in Pennsylvania, as well as in this state, appears to be to enlarge the canals; while all experience in England shows that small canals are the most profitable. We are not aware that a single canal in England has been enlarged, and the experiment on our Eric Canal is anything but satisfactory to our taxpaying citizens, or creditable to our engineering talents. It was estimated to cost \$12,-000,000-then \$23,000,000; and if ventured on again, and railwaws do not supersede its necessity, we predict that the sum required will greatly exceed this amount. It has been stated in our columns, and it is unconstitute a barrier to cheap transportation therefore, 85 cents. greater than the Alleghany ridge. The like Pennsylvania.

From the London Times.

The following paragraph appears in the From Balt. to Cumberland, by rail-Report of the Schuylkill Navigation Com pany, which was received with the last file Wagon carriage from Cumberland of Philadelphia papers:

" With a view to the further improvement of the Navigation, the Board applied to the Trough from Balt. to Wheeling, Legislature at its last session, and obtained holding stock was removed."

facts of the case, this paragraph appears days, at either Pittsburgh or Wheeling. harmless enough, but it has created no

dividend altogether. Under these circumstances, application is made to the Legisla-RAILROADS VERSUS CANALS .- The follow- ture to allow aliens to participate in a property from which they were excluded when

DALTIMORE AND THE WEST.

Cheap and Quick Transportation .- The present rates at which the various kinds of tending the business. This saving amount-merchandise are transported between the ed to \$12,230 83 in the expenses, and city of Baltimore and the Ohio river, by \$3,888 10 in the interest account, making way of the Rail road route to Cumberland, altogether \$16,118 93. are so very moderate that, when taken in connection with the saving of time growing out of the shortness of the route and the great despatch employed, they cannot fail to ving in the expenses made the nett income attract the attention of Western merchants. For the information of those who are unacquainted with the rates we will state them.

From Baltimore to Pittsburgh the aggre-(except Coffee, Tin plate, Manufactured Tobaco and Fish in barrels) is 95 cents, viz. From Bal. to Cumb'land by rail road, 35 cts. Wagon carriage from Cumberlad to

Brownsville, Steamboat freight from Brownsville to Pittsburgh, by Monongahela 10 Improvement,

Through from Balt. to Pittsburgh, 95 cts. On the excepted article above named, viz: deniably true, that if the enlargement were Fish in barrels, the charge on the Ruil road that they would arrest the decline which accomplished, it would be necessary to keep from Baltimore to Cumberland is only 25 had commenced in the tonnage of the road. up a rate of tolls to pay the interest on the cents per 100 lbs. and the aggregate charge debt and to extinguish the same, that would throug I from Baltimore to Pittsburgh is,

From Baltimore to Wheeling the aggreresult will in all probability be the case in gate charge per 100 lbs. on all merchandise (other than the articles above excepted) is 110 cents, viz:

> 35 cts. to Wheeling,

an extension of the time for improving and charge by the Rail road from Baltimore to 640. completing for fifteen years from March 8th, Cumberland is only 25 cents per 100 lbs,

revenues from the public works increase, precaution was taken to prevent aliens from per 100 lbs. from Philadelphia to Baltimore;

FIFTEENTH ANNUAL REPORT OF THE PE-TERSBURGH KAILROAD COMPANY.

The board of directors have the satisfac. tion of informing the stockholders, that the business of the road and the affairs of the company have improved considerably since the last annual meeting.

The receipts of transportation for the twelve months just ended, were \$122,870 81. This is \$5,141 28 greater than it was the year before. At the same time there was a considerable saving in the expenses at-tending the business. This saving amount-The amount of the expenses was \$49,972 33, and the interest \$5,745 98—in all, \$58,718 31.

The increase in the receipts and the sa-\$21,260 21 greater than it was the year before. The amount of the nett income was \$64,152 50.

We paid off during the twelve months gate charge per 100 lbs. on all merchandise \$41,887 72 of our debt and a dividend of 3 per cent. to the stockholders. Our whole debt (deducting the assets) is now only \$94, 592 98, about one half of which matures this year, and the remainder the year following.

The increase in the receipts was from passengers. In the freight there was a slight falling off; but this was only in the receipts, and was caused by the reductions made in our rates of transportation in October, 1843. These reductions, you may re-Coffee, Tinplate, Manufactured Tobaco and member, were made with the expectation This they have done; and although we have not yet felt their good effects in our receipts. yet we have every reason to believe that we will soon do so, as the quantity of freight last year increased about 2500 tons. If we have a similar rate of increase for the current year, it will add \$12,000 to our revenue. We have a fair prospect of even a larger increase than this, as the freight business has commenced much earlier and better this year than it did last.

Freight receipts for the month of February, 1844, \$5,847; same for the month just On the excepted articles above named the ended, \$7,487; increase for the month, \$1,-

The prospect of further increase in the 1845, and at the same time the restriction and the aggregate charge through from Bal-which prevented persons not citizens from timore to Wheeling is one dollar. travel of the road is also favorable. Besides the improvement we may expect in this item Receipts are given by the forwarders in of our business, from the improving condi-To those who are unacquainted with the Baltimore to deliver merchandise in eight tion of the country, we look for some from areduction of the high rate of fare charged on the Baltimore and Washington railroad, small amusement among those who have served that the rates of freight between which we presume will soon be made. The heard the situation in which the company is placed. Some time ago, it seems, so great was its prosperity, that it used to pay at the Rail road Company advertise to carry dry rate of 25 per cent., and then the greatest goods at 12½ cents and groceries at 10 cents to reduce it. This we have no doubt will be

carried into effect, as the directors of that | Train expenses: company have always expressed their intention to do it as soon as the power should be given them. A fair reduction of the rate on that road will add considerably to the truvel going between the north and south,

Repairs of engines and cost of Wages of men and cost of materials of all kinds, travel going between the north and south, and of course to ours.

But even with no increase in our receipts, we shall be abundantly able to provide for the debt falling due this year, and continue the dividend of three per cent. Next year we think the prospect is now certain, that we shall be able to extinguish the whole of the debt, and increase the dividend; and we believe the prospect of good and regular Net income, dividends thereafter is also as certain.

By order of the board of directors. H. D. BIRD, President. March 3d, 1845.

STATEMENT OF THE AFFAIRS OF THE PETERSBURG RAILROAD COMPANY, FEBRUARY 1st, 1845. Capital stock paid in, Capital stora pana... 16,000 to Debt.—To the state, - 16,000 to Individuals in account, 5,594 46 29,352 83 18,149 55 Bills payable, Bonds duc in 1845, 1846, 44 600 00 116,703 34

84,176 24 Profit and loss, \$969.879 58 Cost of railroad, engines and cars, steamboats and hotel, 798,064 20 ew track, - 96,319 27 New track, Weldon bridge, 53,385 75

The debts due the company are, By Greensville and Roanoke railroad 13,445 46 By Raleigh and Gaston do. Freight accounts of Jan. (col. in Feb.) Post-office department, Individuals in account,

\$969,879 58

FEBRUARY 1st, 1845. Receipts.

1,548 23 Cash in hand Feb. 1st, 1844, From steamboats, -Rent of hotel, -Received of the debts due the company, Gross amount of transportation, 122,870 81

Disbursements. On account of new track, 115 64 Expenses of transportation, Interest of debt, Amount of debt paid off, -Dividend of July and January, 23,070 00 Cash,

DEFAILED STATEMENT OF THE RECEIPTS AND EX-PENSES OF TRANSPORTATION FROM FEBRUARY 1st, 1844, TO FEBRUARY 1st, 1845.

Receipts. 65,988 53 From Freight, Passengers, 41.682 28 Mail. 15,200 00

6.326 25

Expenses. General superintendence: Salaries of president, treasu-rer and clerk, -4,500 00 Depot Expenses: Cost of agents and labor at depots, including those on the Greensville railroad

Wages of enginemen, conductors, firemen, train hands and cast of fuel and 12,704 00 oil.

8,497 38 Repairs of railroad: Wages of overseers and cost

of laborers and materials of all kinds, Miscellaneous expenses,

49,972 33 72.898 48 Income after payment of expenses, Deduct interest account, -8,745 9 \$64,152 50

The Railroad Projects. - The two branch es of the legislature seem to be remarkably at variance in regard to some of the nume rous railway projects now before them; and from present appearances there is dange that the wishes, of not the rights of the peo ple will be seriously disregarded. In refer ence to the Farmingham petition, particularly, there is a singular disagreement between the two bodies. The house, by a very decided vote, has shown a disposition to, grant the prayer of the petitioners, while the Senate, with still greater unanimity, has declared against them.

There is some danger that our legislature may overstep its authority in these matters That authority is to guard the constitution 917,769 22 and laws against infringement, and to afford necessary protection to private rights. The general principles of legislative power are the same in their application to railway a 5.180 22 to manufacturing and other corporations 1,497 03 and it is a question whether the whole sub-1,157 16 ject of railway enterprizes should not be left to individual or private responsibility, under the operation of general laws, as is now the \$130,941 96 case with manufactures. We regret that the proposition submitted by Mr. Dwight, RAILROAD COMPANY FROM FEBRUARY 1st. 1844, To commissioners, has been so ill received in 120 86 ganized, would be a decided improvement upon the present embarrassing and expensive 5,602 06 mode of legislation upon a subject which has become, and is likely to continue for years,

> Dublin and Cashel Railway. - The direct 49,972 33 tors have completed a contract for the work 8,745 98 between Inchicore (near Kilmainham) and 48,408 13 Carlow. There is a difference of only 629 88 £1,500 between the estimate of the eng neers and the amount of the contract.

> > We understand that an iron steamer of ing built by Messrs. George Lunell and Co., is to embrace all the new improvements extant; she is to form one of the extensive the vessel in question, having this much ap. nal.

proved adaptation, with the determined intention of the eminent builders to outvic, if possible, even the most perfect, will produce such a boat as may justly entitle them to the name they already bear, and rank them among the first builders and engineers in this or any other quarter of the globe. - Mining Journal.

Increasing Adoption of Iron. - We find that the preference for iron in the construction of vessels is daily becoming more general and decided. Our accounts from all quarters intimate this growing preponerance in favor of metal over wood; in Liverpool there are innumerable inquiries for iron vessels, both for sailing and steaming purposes, and the demand has within the last few weeks been so peremptory and incessant, that we entertain no doubts but that, at the close of the year, the greatest difficulty will be experienced in obtaining iron for shipbuilding. The iron market in Liverpool has been much excited of late, and pig iron has been speculated in to aconsiderable extent; and pig iron, 1, 2 and 3, Scotch has been sold during the week at Glasgo, on 'Change. at 95s. net cash-the demand for consumption being very great—and doubtless will be much higher. The Low Moor company, on Monday, made a general advance of £1 per ton, and we hear that our occounts, published last week, respecting that and the Bowling company having bought largely of Scotch pig iron is incorrect. On the whole the brightest prospects may be confidently entertained for the trade, and the difficulty will not now consist in the limited demand, but the inadequate supply in the market. Mining Journal.

The Iron Trade. - This important branch of commerce still continues its promising position, and, in proportion as the value enhances, speculators extend their operations. This evinces an anticipation of a still greater increase, and confirms our former opinthe house. Such a measure, judiciously of- ion, that the advantages are not merely present, and the effect of ordinary fluctuation, but permanent and perspective. All accounts testify the progressive ascendarcy of iron, and it is impossible to predict where \$130.941 96 one of engrossing importance. - Bost. Trav. it will stop. Most of the Welsh, Staffordshire, and Scotch ironmasters, have closed their books against any further orders at present, although the nominal prices may be quoted as follows :- Bars in Wales, 91. ton; ditto in London, 91. 10s.; pigs in Glasgow, No. 1, 4l. 10s.; ditto in Wales, 5l. 15s.; rail, 10l. 15s.; nail rod, 10l. 10s.; hoop, 111. 10s.; and steel, 121. A further nearly 300-horse power has commenced be- advance is looked for of 20s. per ton upon Staffordshire bars, hoops, sheets, and rods ship builders and engineers, at Bristol, which daily, as the difference in price between Welsh and Staffordshire metal must be maintained. This re-action in the British fleet of the Bristol general steam navigation market has had its effect on sweedish iron, company, who have steamers constantly ply-which, as well as steel, has, with in the last ing between the above place and the various week, shown an advance of 21. per ton; a Irish and many other stations. This come good deal of weighty business has been pany have adopted the use of Smart's elliptransacted, and the market, on the whole tical convex propellers, and it is expected has been well looking up. -Mining Jour-

has been remarked that England is a nation in Prussia and Germany, 2500; in France, prices. No fresh orders to any extent will, of grumblers, and its propensity for that 1600; Russia and the rest of Europe, 1500; we believe, now be taken, unless at the adand other advantages than other nations en-mile, will alone require 2,280,000 tons of to execute, as we are informed many of the joy. The enterprize of capitalists has given iron; and if the atmospheric principle be manufacturers have more orders on hand the middle and poorer classes speedier and adopted, the quantity will be more than dou-than they can supply for the next twelve cheaper conveyance than the old coach tra-bled. It appears that the Germans, antici-months. Whether the rise will be a pervelling, yet John Bull tries what more he pating the demand in England, and her pro- manent one, we cannot, of course, undercan "squeeze" out of the companies by bable inability to meet it, have turned their take to say, but the trade is regarded as in ly-forgetting, too, the cost of construction at perfection. -Mining Journal. and of maintenance of railways, and the impositions which they had to encounter in their infancy. Already are the second class dent).—The prices of iron (English), as giv- clared. We are glad to find, as regards the carriages so comfortable, that officers of the en by you last week, are 10s. per ton too nailers—a class of persons whose labour has guards travel by them to Windsor, and an increase of comfort would render the first det at £3. 10. and in Wales at 71. 10.; and per cent. on their wages was decided on at class typical of vacant possession. Let the this week you will find them, on enquiry, to a meeting of the masters held at Dudley on public, then, unite in voice with the compa- be even 10s. per ton higher still-viz., 8l. Tuesday. Of manufactured goods for the nies, in getting a reduction of the taxes on in Wales, and 91. in London; rods, rails, foreign market, we may observe that the orbelow 41. 5s. or 41. 10s. per ton at Glasgow, vered in the United States. then cheap travelling and comfort will come and only in limited quantities. Cash down at railroad pace .- Railway & Com. Gaz.

many possesses 1,320 miles decreed and in er considerable advance, which have taken place this of any given diameter, and warranted to be sound progress. Belgium has finished 152 miles transactions which have taken place this in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter according to M. Teisserene, holds the last rank in railways among the nations on Monday last; and it is said that the last rank in railways among the nations of Any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and exact inside diameter, and exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter. The week in Liverpool. The Bowling Iron der, will be pleased to give the exact inside diameter, and the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter. of the continent. Taken in reference to the population of each country, he estimates that the length of railways finished or in progress give—in England, 11.78 miles to 100 for the straight of the straight of the straight of the straight of the straight axles for locomotive engines, made from the best pennsylvania iron. Straight axles for locomotive for outside connection engines. Frames for engines, of iron have not bought on speculation, is a local which is now fully ascertained; but any size. Cotton Servers of any length or size.

The Iron Trade .- All our advices still continue to represent the cheering revival which this trade has experienced within the last few weeks, and, at the same time prospects of a far greater advance are confidently held out. This expectation is founded chiefly on the growing consumption of that article for cases in which it was hitherto unappropriated-thus the buildings of iron rooofs, houses, and fire-proof fabrics have required in Liverpool alone upwards of 20,000 tons of cast and wrought metal during the last year; and 25,000 tons of plate and angle iron is now actually in use for the construction of iron ships and steam-boats.

abroad for foreign machinery of every kind.

But the chief cause to which this encourage, iron was designed by the construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the chief cause to which this encourage. extension of railways, and the number now day last. This rise not withstanding the recent New York. in progress, certain of completion in a few and rapid advances, did not, however, come years. If the quantity can be procured, altogether unexpectedly on the trade, as the tenter iron will be wanted, at a low calculation-principal ironmasters have for some time

Railways and Public Accommodation .- It in Great Britain and Ireland, for 2000 miles, past declined to execute orders at the former characteristic has procured it more social Total, 7600 miles. This, at 300 tons per vanced rates, and even these will be difficult grumbling, and, if he can, to get an inside attention to their own resources. Already they a most unsettled and feverish state, from place at outside, fares, forgetting, too, that have proved their ability to compete with the uncertainty as to the continuance of prein the old mode of travelling, he had to en us in the construction of muchinery, and sent prices. As might be expected, under counter wet and wind and provide according- their power of casting iron has arrived almost these circumstances, a corresponding ad-

low—Bars in London should have been quo-been greatly depressed—an advance of 10 companies, which contribute about four per and other articles in the same proportion. ders are comparatively light, the greater decent. of their receipts to poor and other In fact, the immense demand for iron has mand being for iron rails, chairs, &c .taxes, and five per cent. to government for forced the price up to 10s. per ton nearly Mining Journal. duty—amounting together for the existing every week, and continues so to do. Tin 55 railways to above £500,000 per annum. plates have also advanced at least 3s. per now for distant delivery.

at present 1,984 miles of railway at work and nearly 1,240 in course of construction. Germany possesses 1,320 miles decreed and in progress. Polymers Polyme inhabitants; in Belgium, 10.74 ditto; in Germany, 9.61 ditto; in France 9.50 ditto.

—Mining Journal.

Wrought from work for seamlocats, and shading or size.

Germany, 9.61 ditto; in France 9.50 ditto.

Mining Journal.

Wrought from work for seamlocats, and shading or size.

Railroad Jack screws, a late invention, and highly approved.

Self-acting pumping apparatus for railroad water stations. He refers to the following gensufficient to enable them to carry on their tlemen: works. Dealers have now obtained 85s. net, and the makers, we understand, are holding for 90s. Bar iron is firm at 8l. at La; Adam Hall, N. York; J. P. Allaire, N. York; makers; and, from accounts brought by the ler, N. York. American packet to day, numerous purchas.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for ers will be in the market immediately.

ironmasters, held here yesterday, the ad-engines and their trains from running off the track vanced price of 4l 10s. (pig-iron) was firmat at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing orders in the market for immediate comple-them. tion, and for export, the feeling of the meeting betokened a further advance.

vance has taken place in nearly all descriptions of manufactured goods, including nails, The Metal Trade. - (From a correspon- in which a rise of 15 per cent. has been de-

DAVIS, BROOKS & CO., 21 Broad st., N. York.

which sales are reluctantly made by the William Parker, Boston, Mass.; George W. Schuy-

some time in successful operation on one of the prin-Feb. 20.—At the monthly meeting of the cipal railroads in the country, effectually prevents

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, Reading, Pa.

Beam

Beam

Section

KITE'S PATENT SAFETY BEAM.

Safety

Safety

PLAN

ELEVATION

ESSES. EDITORS. M As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which ocenrred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the ear been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1810.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with extra cars.

with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

Fraction A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Length of Road, 33 96-100 miles.

Joun S. Darcy, Esq., President.

J. P. Jackson, Esq., Secretary. Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	D A	ILY.	SUND	AY.
Courtland street.	A. M.	P. M.	A. M.	P. M.
For Newark	9, 11, 12	2, 3, 43-4, 6, 71-2	9	4 3-4
" Elizabethtown	9, 11	2, 3, 43-4, 6		
" Rahway	9, 11] 3, 4 3 4, 6		
" New Brunswick	9	3, 4 3-4		
Leave				
New Brunswick	6. 71-2. 111-2	83-4	11 1-2	8 1-2
Rahway	63-4, 7, 81-4, 12	4 3-4, 9 1-4	1	
Elizabethtown	7. 71-2, 81-2, 101-2.	12 3 1-2, 5		
Newark	71-2. 81-4. 9. 11	11-2, 4, 51-2, 7, 93-4	113-4	9 3-4
For New York.	, , , , , , , , , , , , , , , , , , , ,	,, ., ., ., ., ., ., .,		
0 1 35 100 35				

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabe	thtown.	Rah	way.	N. Bru	nswick
			Mites.							
New York			91-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	91-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Newark Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3.4	37 1.5
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

R. CASEY, CIVIL ENGINEER, NO. 23 R. CASEY, CIVIL ENGINEER, NO. 20 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild' Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., pre-pared, and all appertaining business executed.

REFERENCES. Boston, Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, ""
Wm. Parker, Esq., Engineer and Superintendent

Boston and Worcester railroad.

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Trdy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCHum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles,
manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large,
they are achiled to account both large and well ar they are enabled to execute both large and small or-ders with romptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of east iron, from a variety of pat-terns, and chills; car wheels of east iron with wrought tires; axles of best American refued iron;

springs; toxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.
Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortinent of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in that ket.

Railroad companies may be supplied with Spikes having countersink heads suitable to holds in iron rails, to any amount and on short notice all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal fron inerchants in Albany and Troy; J.I. Brower, 22 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

. Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

406		L DV	JOHN WEIGH			Weeks	1 7
TRAINS LEAVE	FOR ,	BY RAILROAD	DAY8.	A. M.	P. M.	MILES.	FAR
oston	Portland	Eastern,	Daily,	71, 71,	21,	106 54	\$3 0
	Portsmouth		46	#/1	2½, 4½,		1 2
	Newburyport	"		71,	01 21 41 6	35	
"	Portland	Boston and Maine,	"	74, 9, 114,	23, 32, 43, 0,	14	3 0
	Boston.	Boston and Marie,		71,	Q	109	3 0
ortlandoston	Lowell	Boston and Lowell,	66	7, 11,	9,5	26	7
owell	Boston	" " " "	66	71, 11,	9 41 51	26	7
oston	Concord.		66	12, 11,	2, 44, 94,	76	20
oncord	Boston.		66		31	76	20
oston	Nashua.	Nashua and Lowell,	66		5	41	
shua	Boston.			61		41	
ston	Worcester	Boston and Worcester,	66	7. 9		41	1 2
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"	" New Haven	" "	Tues., Thur. & Sat., Daily,	9	24		
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arlestown	West Acton	Fitchburg,	"	8	1. 41		
est Acton	Charlestown	"	"	71, 101,	5		
ston	New York, via Sound steamboat	Boston and Providence,	Tues., Thur. & Sat.,		4		
"	" L. Island railroad	4 4	Mon. Wed. & Fri.	8			
"	Providence					41	1 5
vidence	Boston i	- 46 46		8,	34	41	1 5
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lham	Boston	" "		72, 101,	44	1	
w York	Boston Greenport	Long Island,	"	71,		95	2 2
oklyn	Hierstille & intermediate places	1 10		91		26	5
"	Greenport " "	"	Tues., Thur. & Sat.,	91		95	2 2
	Hicksville, (Saturd'y to Suffolk)		Daily.		4	26	5
enport	Brooklyn, (Boston train)			1	1	95	2 2
"	" (accommodation do.).	"	Mon., Wed. & Fri.,			95	2 2
ksville	" & intermediate places.		Daily,	7,		26	5
w York	Albany & Boston via N. Haven	Steamer,	"	64			5 0
"	Middletown	New York and Erie,	"	8, 3,		53	3
ddletown	New York	"		64	31	53	
ladelphia	Pottsville	Reading,	"			94	3 5
tsville	Philadelphia		(6	9		94	3 5
	Newark	N. J. railroad and trans. co.,		9, 11, 12,	2, 3, 41, 6, 71.	91	2
wark	New York	[9 A. M. and 3 P. M., con-	"	71, 81, 9, 11,	14, 4, 54, 7, 91,	91	2
"	"	neet with Morris Railroad.]	Sundays,	9,	41	91	2
w York	Newark	[9 A. M. and 44 P. M., trains,	"	113,	91,	91	2
"		connect with Somerville Rail-	Daily,	9, 11,	2, 31, 41, 6,	141	3
zabethtown	New York	road.]	,,	7, 71, 81, 101, 12,	31, 5,	141.	3
w York	Rahway	N. J. railroad and trans. co.,	"	9, 11,	$3, 41, 6, \ldots$	193	3
lwav	New IOTK		"	61, 7, 81, 12,	41, 91,	19‡	3
w York	New Brunswick	" "	"	9,	3, 41,	311	5
w Brunswick	New York	" "	"	6, 71, 111,	81,	311	5
"	66	" "	Sundays,	1113,	81,	311	5
v York	New Brunswick	"		$[9,\dots,]$	41,	311	5
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stol	Philadelphia	Dhiled Wil and Daltiman	"			30	7
ladelphia	Baltimore	Philad. Wil. and Baltimore,	"	8,		93	
timore	Philadelphia	Daltimore and Washington	"	9,		93	
	Washington	Baltimore and Washington,		9,		41	2 5
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nberland	Baltimore	" " "					
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rtinsburg rper's Ferry.	66.3			11½,		••••	
derick	66 '		"				
"	66					,	
cott's Mills.	"		Sundays,		4.		
	Petersburg.	Richmond and Petersburg,	Daily,	$7\frac{1}{2}$, 12,		••••	
nmond	Richmond	Richmond and Petersburg,	"	101,			
rsburg	Schenectady			51,			
any		Mohawk and Hudson,	"	8,	04,		
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	Saratoga	(6	"				
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	Saratoga	Troy and Saratoga,					
atoga	Troy	Aubum and Boshoston	"	71,			
burn	Rochester	Auburn and Rochester,	"	10"/			
L tr	Auburn	D. A		8,			
	Buffalo	Rochester and Buffalo,	"		3,		
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" Talo	Rochester	" "	"				
falo	RochesterFalls	Buffalo and Falls,	44	9,		*	
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AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER



AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 14.1

THURSDAY, APRIL 3, 1845.

[WHOLE No. 457. Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all and Managers are respectfully invipersons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising the undersigned. times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden den Acont. (See Adv.)

TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
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N. DRIS, BROTHERS, Philadelphia, Pa. KITE'S Patent Safety Beam. (See Adv.)
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BALDWIN & WHITNEY, Philadelphia, Pa.
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE, do.
NEWCASTLE MANUFACTURING COMpany, Newcastle, Dcl. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron Company.

Company.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston. C. C. ALGER, [Stockbridge Iron Works,] Stock-

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FRENCH AND BAIRDS PATENT SPARK ARRESTER.

THOSE INTERESTED IN Railroads, Railroad Directors ted to examine an improved SPARK ARRESTER, recently patented by

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annovance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on



an entirely different principle from any nereu ore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chinney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a carriers and unobstructed off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Almboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Metive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Chyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chitenden, Sup't M. P. Central Railroad, 'Detroit, Mich.; G. B. Fisk President Long Island Railroad, Brooklyn. sident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

ble terms. Philadelphia, Pa., April 6, 1844. **. The letters in the figures refer to the article given in the Journal of June, 1844.

A GOOD SECOND HAND LOCOMOTIVE TO RAILROAD COMPANIES AND MANEngine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete, made by bers have for sale Am. and English bar iron, of all
Baldwin, for sale by A. & G. RALSTON & CO.
Mar. 20, 1m. 4 South Front St., Philadelphia.

PRING STEEL FOR LOCOMOTIVES,
Tenders and Cars. The Subscriber is engaged made from common and double refined iron;
in manufacturing Spring Steel from 11 to 6 inches
in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and
wherever used, its quality has been approved of.
The establishment being large, can execute orders
with great promptitude, at reasonable prices, add the
quality warranted. Address

JOAN F. WINSLOW, Agen',
j5a3 Albany Iron and Nail Works, Troy, N. Y.

JOAN F. WINSLOW, Agen',
j5a3 Albany Iron and Nail Works, Troy, N. Y.

RAILROAD IRON AND LOCOMOTIVE.
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 2011 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important U etc. The Subscriber having made important L scribers, as Agents of Mr. George Crane, of improvements in the construction of rails, mode of Wales, having obtained a patent in the United guarding against accidents from insecure joints, etc. States for his process of smelting Iron Ore with Anrespectfully offers to dispose of Company, State that to dispose of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same reconstructing their tracks now have an opposite the same relate. portunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. Č. CUSHMÁN, Ciril Engineer Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

TO IRON MANUFACTURERS. THE SUB-

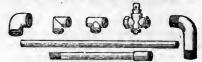
No. 4 Sout Fronth st., Philadelphia, I a.

10 RAILROAD COMPANIES AND BUILD L ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

rom 4 inches to \(\frac{1}{2}\) in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-luminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more chenny at the works and believe to the more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and orc.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop. Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts,

drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing appearatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

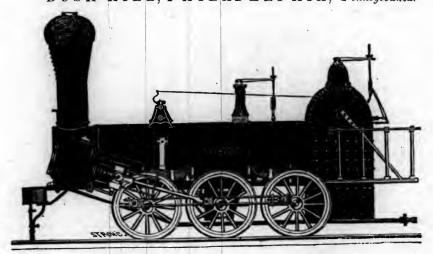
Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

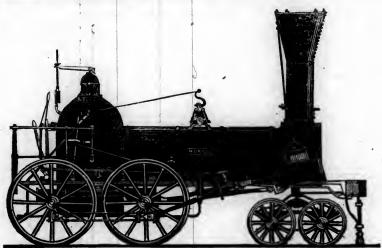
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., inadelphia.

NORRIS' LOCOMOTIVE WORKS BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip corn oven.

Store ho

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke. 66 66 \times 24 2, . 14 66 " 16 × 20 44 3, 66 46 44 46 : 141 46 $12\frac{1}{2}$ 66 66 \times 20 4, 66 66 66 20 5, 111 X 101 66 66 \times 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

REPORT OF THE AUBURN AND SYRACUSE	Number of horses, 4.	Right of way 1,739 92 Grading road
RAILROAD COMPANY.	Number of machine shops, 2. Average number of men in the employment of the	Road expenses in Lancaster 1,331 88
Length of road, 26 miles.	company, 136.	Lands in Buffnlo 405 00
Cost of construction:		Turn outs and turn tables
	REPORT OF THE TONAWANDA RAILROAD CO.	Paid on contract for engine house . 1,590 00
Office,	The length of the rail road of this company in opc-	Engine house and shop swept away . 1,814 50
Engineering,	ration for the year 1844, is 43 miles.	Machine shop
Grading, 343,521 40	The cost of construction of the road, including cost of depots, warehouses, shops and locomotives,	Sundry expenses by superintendent . 229 59
Superstructure & buildings, 100,455 Ut	cars and other running machinery, is, as near as can	\$336,211 37
Outlit account, . 37,003 17	be estimated, (a part of the road now undergoing re-	Amount of receipts for the year ending
Balance of interest account, 80,756 55	construction,) \$727,331 87.	Dec. 31, 1844, as per report submitted 73,248 34
	The income for the year 1844, was as follows:	Expenses during same period, as per
Ψ,10,000 01	For through passengers, \$71,307 61 For way do. 21,331 45	same report
Receipts from passengers, 80,553 17	\$92,639 06	REPORT OF THE SARATOGA AND SCHENEC-
except capital stock, . 16,184 71	For freight	TADY RAILROAD COMPANY,
except capital stock, . 16,184 71 96,737 88	For all other sources, including U.S.	The Saratoga and Schenectady Railroad, extend-
Number of through pas-	mail, after deducting expense of side mails	ing from the village of Saratoga Springs to the city
sengers, 80,538		of Schenectady, is 22 miles long.
do. way do. 9,716	Total	The cost of construction is \$300,000 00
Exp. for repairing and run-	Number of through and way passen-	The receipts of the company from
ming the word #44 102 °C	pers in 1844:	January 1st, 1844, to December 31, 1844, both days included, are:
do. of constion, int. on	No. of through passengers, 52,962, paying	From passengers on 14,511,
State loan, &c 20,051 09	No. of way passengers, 26,570, paying 21,331 45	through \$18,696 16
Amount pd. for dividends, 31,547 00 95,791 85	Expenses of construction and repairs	From passengers on 23,424,
Number of locomotives, 3.	in the year 1844:	way
do. passenger and mail cars—an undivided	Expenses of construction	
interest by contract and purchase in all passenger	As this head is required to include	From transportation U. S. mail 1,663 60
and mail cars on the line between Albany and Ro-	all the expenditures, it is proper to add	From all other sources 1,081 14
Number of freight cars, 18.	that under the act of February 7, 1844,	The expenditures of the company
The company has no machine shop and no horses.	this company made a loan of \$150,000	for same, are: For construction, depot and cars, and
A warran number of man amplayed 45	upon hypothecation of its increased stock and mortgage of its road.	to be released from maintaining
The number of miles run by passenger	Interest on this loan paid in 1844 . \$2,706 68	fence
trains was	do. and sinking fund on loan of	For repairing and running road 20,209 03
do. do. freight and all other trains,	State credit	
	Interest on bonds and mortgages . 1,120 00 Principal and interest, mortgage paid up 2,140 00	
49,406	Principal and interest, mortgage paid up Paid for new locomotive purchased . 2,140 00 6,096 54	l; horses, 4.
	Taid for new recometive parenasca	The average number men in employment
REPORT OF THE AUBURN AND ROCHESTER	\$\$17,207 02	of company, 24.
RAILROAD COMPANY.	The amount of dividends paid in 1844,	The number of miles run by engine with
Length of road in operation, 78 miles.	or declared in 1844, and paid in 1845 \$23,337 33	nagon gar traing 22 166 The freight is run
Cost of construction to Jan. 1, 1844, \$1,727,361 15 Expended on construction in 1844, to	Being \$4 per share on 5000 original	lie sawe tosis with securement
Jan. 1, '45, 68,981 34	shares, and one third of that sum on 2500	in state train with passengers.
	increased shares as a sinking fund to meet	REPORT OF THE SCHENECTADY AND TROY
Total construction to Jan. 1, 1845, \$1,796,342 49		RAILROAD COMPANY.
Income from the 1st day of January, 1845, to 1st of January, 1845, viz:	Number of locomotives, &c.: 5 locomo-	Length of road in operation, 201 miles.
From through passengers \$136,260, 18		Cost of construction to January 1st . \$640,799 60
do. way do	wheel passenger cars; 2 four wheel bag.	Income from passengers
do. freight	gage cars; I four-wheel mail car; 2 eight.	do. freight 1,578 39 do. other sources 216 95
do. United States mail 13,650 00	wheel freight cars; 50 four-wheel freight	No. of through passengers, 60,677;
do. other sources	cars; 1 carpenter's shop; 1 machine shop;	way passengers, 5409.
Income for the year 1844 \$237,667 38	1 locomotive house; 2 car houses; 4 horses.	Amount received from through passen-
Expended for repairs and running road, 85,660 12	The average number of men in the em-	gers
Amount of dividends paid in the year	ployment of the company, including super-	
1844: On the let day of February 1844 40 000 00	intendent, clerks, engineers, treasurer, secre	road
	tary, register, carpenters, firemen and labor-	Expended on construction, (new engine
	ers, were 84.	and cars,) 7,280 00
****		Dividends, none.
\$105,000 00		
Number of through passengers, 50,512	The number of passenger trains which	Number of passenger care 71 Legamo.
Number of through passengers, 50,512 do. way do 70,857	passed over the road in 1844, calling it a trip	Number of passenger cars, 7; locomo-
Number of through passengers, 50,512 do. way do 70,857	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580	tives, 3; freight cars, 19; mail cars, none;
Number of through passengers, 50,512	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880.	tives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses,
Number of through passengers, 50,512 do. way do. 70,857 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164	tives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none.
Number of through passengers, 50,512 do. way do. 70,657 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696 do. freight trains . 8,736	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164 averaging 50 miles each, and the number of	tives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none. Average number of men per day for the
Number of through passengers, 50,512 do. way do. 70,857 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164	tives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none. Average number of men per day for the year, 27.
Number of through passengers, 50,512 do. way do. 70,857 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696 do. freight trains . 8,736 do. all other trains . 21,671	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164 averaging 50 miles each, and the number of miles run by such trains was 8200.	Number of passenger cars, 7; locomotives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none. Average number of men per day for the year, 27. Number of miles run by passenger trains,
Number of through passengers, 50,512 do. way do. 70,857 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696 do. freight trains . 8,736 do. all other trains . 21,671	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164 averaging 50 miles each, and the number of miles run by such trains was 8200.	Number of passenger cars, 7; locomotives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none. Average number of men per day for the year, 27. Number of miles run by passenger trains, 42,245.
Number of through passengers, 50,512 do. way do. 70,857 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696 do. freight trains . 8,736 do. all other trains . 21,671 Total miles . 159,103 Number of locomotives, 10. Number of freight cars, viz: eight-wheel cars, 12;	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164 averaging 50 miles each, and the number of miles run by such trains was 8200. REPORT OF THE ATTICA AND BUFFALO RAILROAD COMPANY.	Number of passenger cars, 7; locomotives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none. Average number of men per day for the year, 27. Number of miles run by passenger trains,
Number of through passengers, 50,512 do. way do. 70,857 Total number of do. 121,369 Number of miles run, viz: By passenger trains . 128,696 do. freight trains . 8,736 do. all other trains . 21,671 Total miles . 159,103 Number of locomotives, 10. Number of freight cars, viz: eight-wheel cars, 12; four-wheel cars, 5; total, 17.	passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580 and the number of miles run, 49,880. The number of freight trains were 164 averaging 50 miles each, and the number of miles run by such trains was 8200. REPORT OF THE ATTICA AND BUFFALO RAILROAD COMPANY. Amount expended in the purchase of	Number of passenger cars, 7; locomotives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none. Average number of men per day for the year, 27. Number of miles run by passenger trains, 42,245. No separate trains run for freight.
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at the last election decided by a very large however, as it is, it would be borne with mark, that the gentleman to whom we are majority in favor of the sale. But this de-less difficulty, and some cheerfulness, if the indebted for the above paper is well known cision seems to have had very little effect relief desired so unanimously by the people to, and highly esteemed by, our ablest and upon the minds of some members. matter is a plain one. Are the Public Works sell your canals and railroads-disregard managed with as much economy by the the solemnly expressed wishes of the people sarily well known to many of the prominent State, as they would be by a Company? - and if repeated insults should render them citizens of Montreal, to whom we refer them Is it likely that the profits from the Public desperate, and serious consequences follow, for his standing in the capital, we proceed Works, as controlled by the State, will for upon your heads rest the responsibility. years to come prove more than equal to the You act not in the dark. By an overwhelmamount of the interest on the sum for which ing majority has this question been settled. they may be sold? In short, are the taxes Is it to be re-settled, re-examined—and shall more likely to be reduced by selling than by the will of the people be overruled and ety of causes which we cannot go into now retaining the Public Works; and will their shamefully disregarded by selfish, wreckless retention hold out a better prospect of the demagogues? Will gentlemen still doubt there is nothing to be done here at this time, ultimate payment of the State Debt than and hesitate? their sale? These questions seem to cover the whole ground.

Mr. Smith, of Lancaster, a few days since, made a very able speech in favor of the sale. He said that office-holder's who batten, and the office hunters who expect to batten on selves, to the people and our creditors. We the public spoils, strenuously resist the disposal of the Works, because to them they are all, every thing—life or death. He tottered, and said there was no truth. gave a table, showing the cost of our finish, Hobbes, the English philosopher, doubted, ed and unfinished lines, the interest at five until he denied the existence of matter, and per cent. for ten years, the expenditures and questioned his own personal identity-while revenue to 1844. The aggregates he made sacred writ gives us the history of a doubting

Cost,.....\$28,616,375 Expenditures,..... 9,831,286 Revenue, 9,286,644

From the above, he said it would appear that the original cost of our public works was \$28,616,375 01; the interest on the same, not including the interest on sums paid for surveys, lock-keepers, Canal Commissioners, &c., was \$14,211,382 06; the expenditures \$9,831,286 68, and the revenue \$9,286,644 26. Add the interest to the expenditures, and we had \$24,042,668 74. From this deduct the revenue, and there appeared an actual loss from these works of \$15,756,004 48.

He contended that the Works, instead of being profitable, were annually sinking us deeper in public debt. He believed, moreover, that in the hands of a Company, economically managed, they would yield a handsome income, and prove a profitable investment. Mr. S. also gave an official table, nadian projects, and ever anxious to forward have been occasionally sent to England from shewing that while the heavy tax-paying the cause of railways and of every undercounties had voted with great unanimity for the sale of the Main Line, those that had drawn more money for School purposes than Gazette copies of some numbers of the Jourthey had paid for State Taxes, had voted nal containing articles which may not be against the sale. Mr. S. concluded his re- without use. The principal one was pretty incapable of taking in at one view the great marks with this language:

"It need not therefore surprise us that the gentlemen from Centre and Cambria, should mill tax is no trifling burden. Oppressive, of its natural advantages.

The should be granted. Deny this; refuse to

"Our doubts are sometimes traitors, And make us lose the good we oft might win, By daring to attempt."

Such, sir. is the present case. To doubt the wisdom of this measure is treason to ourmay doubt too much, too long, and to our sorrow. Pyrrho of old, doubted until reason christian who would not believe unless he could lay his fingers into print of the nails, Interest at 5 per ct. for ten years, 14,211,382 and thrust his ruthless hand in the the pierced side of his crucified Lord. And gentlemen would compare unfavorably with the skeptic of old, both sacred and profane, if conviction failed to follow facts so clearly and conclusively established, and might continue to doubt, and doubt though an angel reasoned, or one rose from the dead."

GREAT WESTERN RVILWAY OF CANADA.

Some one has been pleased to forward us the Hamilton (Canada) Gazette, in which we are glad to perceive that public attention is again turning, and we hope not in vain, to the vast benefits which would be secured to the province and to the American travelling public, by the construction of a railway point opposite Detroit. We have on nume. pend for support. rous occasions alluded to this first of all Ca. taking of private enterprize, we send to the province, and the conclusion to which it argue sostrenuously against the sale. What comes as to the western terminus is now matters it to them and their constituents, placed beyond the reach of controversy by that our public improvements are increasing the great economy which has been intro. ful undertaking, though in foisting "State our burdens? What care they for a three duced in the working of railways, and, still works" on the people they are quite at home, mill tax, while they draw more out than they more so, by the obvious policy of making as we of New York, Ohio and Pennsylvania pay into the State Treasury? Wonder not this route to the west such an one as to detail they talk so lightly of our taxes, and generously hope that no country will com- fy competition—a position it may assume, if that some of our Canadian neighbors may plain of such a trifling burden. Sir, a three it only receive fair play in the development suspect their condition will be little better

most successful civil engineers, and is necesto make a few suggestions as to the proper mode of bringing this project to the attention of British capitalists: for, from a vari--of which the want of means is not oneor perhaps in Boston either.

The mode of bringing forward the claims of railways in England must be adopted "in extenso." The object of the work must be clearly stated, the cost at which that object can be accomplished must be given in such a manner as to carry conviction, and He tottered, and said there was no truth. thirdly, it must be shown that the end to be attained is sufficiently great to warrant the expenditure. Above all, it will be indispensable to avoid that vague grandiloquence so much in vogue when speaking of the " great west," as well as the gross exaggerations and foolish assumptions which characterize the documents of our canal commissioners and boards of public works; of these, by the way, we saw a specimen in an Oswego paper, where some lecture of Mr. Merritt, at Montreal, was reported, in which the repeal of the corn laws is demanded from England, and prohibitory duties on imports from the United States are asked from Canada to insure the success of the St. Lawrence canals! It is impossible to conceive anything so different from the productions of such men as Messrs. Merritt, Killaly etc., as the plain, clear, straightforward appeals of the projectors of useful and honorable works from the western extremity of Ontario to a in England to the public on whom they de-

Men of considerable ability and standing this country, and, generally, without success. The reason is that those sent out were generally cashiers or money brokers, than whom, no class of the community is more extensively noticed at the time in the upper points of a vast project, or they were, more or less, politicians by profession. It is useless to examine their relative demerits; they are quite sufficient to swamp any really use-With the re- when Messrs, Merritt and Killaly have "had

advocated by the former à la St. Lawrence canal, and the engineering considerations to be presented by the latter, à la Beauharnois canal, at a meeting of half a dozen accombine a large of the salve of this route is shortly to be made, and will verify our assertion. Looking at the subject in this assertion. Looking at the subject in this assertion of Sherbrooke. Our correspondent expressional, at a meeting of half a dozen accombine in a large of the salve of Sherbrooke. Our correspondent expressions and the current of public transfer of the salve of the salv professional adviser; who can doubt the "denouement." The visionary ideas and treal to St. John's, with every probability of ill digested information of the former would its immediate extension to the line; and be as quickly discerned by the educated then we have but 36 miles between Burling. English man of business as would the "great ton and the line, to be overcome by the joint experience and scientific acquirements" of the Canadian Smeaton be understood by any of the distinguished engineers of England once associated with government works got is rich in that productive industry and natube avoided like the plague by those seeking enterprises. investments. It is of course not to be ex- ficial effects of railroads upon agriculture be sent out; but men competent from expe- the neighborhood of the city; and the evirience and acquirements, and—above all—dence of this fact is to be observed in the of undoubted character, can be found and for sale in the immediate vicinity of Boston, their services secured. So great and deci- as since the construction of the roads conded are the inducements which the Great verging to that city, while the lands of the Western railway holds out for investment, interior, upon the several routes, have prothat we must believe it sure of success if portionally appreciated in value. With a ably and honestly introduced to the notice ticle of produce would have a known uniform of British capitalists, assuming, as we neces- cash value, and instead of lying six or eight sarily must, that a safe and lucrative invest- months on hand, and being blown upon and ment in Canada would be a desideratum refused, even in exchange for tape and buckwith them; a position we cannot doubt, ram, would be sought for, at prices barely though we make not the slightest pretensions stance, instead of being sold at a price to to know such to be the case. That is of allow the drover two hundred pounds for course the first question to be put, and, if shrinkage, may be put on board the car and the answer be favorable, we are sanguine set down at Brighton while the farmer's corn enough to believe that proper exertions will is yet undigested in his maw. secure the immediate commencement and rapid completion of the Great Western rail-have already informed our readers that a sylvania Canal is open, and boats are in way.

The opening rates of freights by

We take the following from the Burlington (Vt.) Free Press-

We are happy to observe that the La. prairie and St. John's Railroad Company minate at the Province line in the county an extension of its charter from St. John's to proposed route from Boston through Concord. the Province line, at or near Missisquoe Bay A letter from a friend living on this route
—a distance of about 26 miles—with a view and near the line, says the feeling is strong to connect with the contemplated road to this and general in Montreal in favor of the place; and should the charter be granted- Portland terminus, arising essentially from of which there is little doubt-we have strong the representations of Judge Preble, and, in assurances that the stock will be promptly some degree, from the impression that the the Champlain valley, opposing as few se. sions are confirmed by the activity and in trips, with 21,205 tons of coal.

There can be no question as to the benefact that never so many farms were offered

Montreal and Portland Railroad .- We a branch, from any point of the route, to ter. or 12 days.

their will of them." Suppose the advan-rious difficulties, and affording as many fa-fluence of the people of Sherbrooke, who tages of the Great Western railway to be cilities, as any other route of equal length in fear that if Boston should be preferred to plished London merchants with one of the Fitchburgh, and of its ultimate and speedy lic opinion will be reversed in Montreal. Rennies, Stephensons or Brunels, as their extension to Burlington, no reflecting man Still he thinks that the friends of the Con-

A writer in the Montreal Gazette of the 18th says-

"In an enterprize involving such an immense expenditure as a railway communication from Montreal to the Atlantic, it is obvious that but one of the proposed lines of the distinguished engineers of England tions of Massachusetts, New Hampshire, can be constructed; and since, in calcula-The Great Western railway would be at Vermont, and Canada, every mile of which ting the probabilities of success, the friends of the Portland line have seemed to rely so up for some vile jobbing purpose and would ral resource which alone can sustain such confidently upon the aid of the capitalists of Boston, it becomes a matter of grave consideration whether, without that aid, that proinvestments. It is of course not to be ex-ficial effects of railroads upon agriculture ject can be secured, and, consequently, pected that men of equal standing with em- generally. They practically place the coun- whether, with all which may else be said in inent British capitalists and engineers can try farmer upon a par with the cultivator in favor of it, the rival route via Concord and Stanstead is not the only one which can succeed."-Boston Courier.

> Rates of Transportation-East and West. The Baltimore American says that the aggregate charge per 100 lbs., on all mer-chandise between Baltimore and Wheeling, is 110 cents, viz.-from Baltimore to Cumberland, by railroad, 35 cts.: wagon carriage from Cumberland to Wheeling 75 cts. : total, 110 cts. On coffee, tin-plate, manufactured tobacco, and fish in barrels, a reduction of 10 cents per hundred is made. Freight is carried through from Baltimore to Pittsburgh, via Brownsville, for 95 cents per hundred lbs. A reduction of 10 cts. on this rate is made on the articles named above. Beceipts are given by the merchants in Baltimore, for the delivery of merchandise in eight days, at either Pittsburgh or Wheeling.

Pennsylvania Canal open.—The Penn. cial legislature of Canada, for a railroad railroad and canal from Philadelphia to Pittsfrom Montreal to connect at the Province burgh are: Groceries, per 100 lbs., \$1 121; line with the proposed road from Portland. hardware, do., \$1 12½; drugs, do., \$1 12½; We understand that the charter authorizes dry goods, do., \$1 37½. Time through, 10

Freights to Pittsburg, via Baltimore and has applied to the Provincial Parliament for of Stanstead, which will connect with the Susquehanna Railroad and Pennsylvania Canals dry goods, \$1 121; groceries, 871; coffee, 75; hardware and cutlery. 87; china ware, $87\frac{1}{2}$ per 100 lbs., and no commissions charged either in Baltimere or Pittsburgh for shipping.

Coal on Railroads .- A statement made by taken, and the work at once entered upon .- means and influence of the British and the Reading Railroad Company sets forth the This would leave but thirty-six miles—the American Land Company will be available fact that the locomotive engine "Manataw". distance between Burlington and the Prov- in securing a subscription for the entire ny," weighing about 131 tons, from July 1st ince line, at Missisquoe Bay—to complete stock of that part of the road within the Pro- to Dec. 1st, 1844—five months—made 81 the communication by railroad from Boston vince. It is supposed that the agents of trips on the road, transporting 16,120 tons to Montreal. This 36 miles traverses, in that company will be able to procure large of coal. The "United States," weighing very nearly a direct line, a level region of subscriptions "at home," and these impress about 18 tons, during the same time, 58

		5/	ENGLI	SH RAT	LROAL	SHA1	RE-LIST.						
1		n pounds.	1s, in pounds I to be raised mortgage.	of of	Cost of working in pounds for six months as stated in latest ballance sheets.	Total earnings, in pounds, for six months as stated in latest bal- ance sheets.	Dividend at las	1 1 8	NEV	V AND RAILV		ED	Share Capital.
	ed.	pou e ra	Pour se	sums, in pounds, ided at dates of balance sheets.	ing	mor est	1 4	- 3	Aberd	een		i	,600,000
NAME OF RA'LWAY.	Miles opened.		to b	r t d	Rix at	six lat	share.	share.		ley June t and Ba			200,000 385,000
NEME OF RALWAY.	es o	red sed	otal sums, thorized t	dan a	for din	for din eets	sh	क नि		ourn and			400,000
	Mil	al si	al s nori	at but	nds tate	nds, tate	Per Per	Paid on Value of					1,000,000
		Total sums, i authorized to by shares.	Total author by load	Total expendatest	Cos pou us s	Ton pon as s	£ s. d £ s.	Valu Valu		Wigan a onian			800,000 1,800,000
Arboath and Forfar		102,00	35,00	0 138,870			0 12 6 2 10	0 25 27	Cambi	ridge an	d Linco	ln 1	,250,000
Birmingham and Gloucester Brandling Junction		1,187,50		6 1,500,806 0 481,459						am and r and V			5,000,000 120,000
Bristol and Gloucester							nihil	. 30 36		et valle			1,800,000
Chester and Birkenhead	14						0 861 14	0 50 32					1,000,000
Dublin and Drogheda	31							0 100 166		e and B			950,000 250.000
Dundee and Arbroath	16	100,00	00 49,44	153,410	2,989	6,993	1 5 0,5 0	0 .25 29	Edinb	arg and	Northe	m	800,000
Durham and Sunderland East County and North and East				$\begin{array}{c c} 55 & 270,39 \\ 55 & 3,931,90 \end{array}$		17,702 5 118,726			Ely ar	d Bedfo	ord	rliele	270,000 1,300,000
Edinburg and Glasgow	46			00 1,649,52	3 29,429	55,866	1 264 10	0 50 57	Gt. So	uth and	West 1	Ext	1,200,000
Glasgow, Paisley and Ayr	51			1,066,95		36,736				imsby a			600,000
Glasgow, Paisley and Greenock Grand Junction	22	2.478.71	210,00	$\begin{array}{c c} 66 & 787,88 \\ . & 2,453,165 \end{array}$	84.309	23,177 9,195,080	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 25 12 0 100 210 C	Hudde	ch and			160,000
Great North of England	45	969.00	00 581.01	7 1.262.518	12.20	36.189	1 12 6 3 5	0 100 119	Kenda	l and V	Vinderm	iere	125,000
Great Western	221	4,650,00	003,679,34 00 155,54	7,272,539 10 719,20	132,235		3 10 0 7 0	0 75 138		and De and Th			400,000
Leicester and Swannington	16				2,20	6,317	1 50 5 0	0 50	Liv. C	rmskirl	and P	reston	600,000
Liverpool and Manchester	32	1,209,00	00 497,75	50 1,739,83	57,239	117,559	5 0 0 10 0	0 100 203	Londo	n and I	Portsmo	uth 1	1,750,000
LlanellyLondon and Birmingham				00 221,62 15 6,393,46	92.89	3 405.768	1 0 0 2 0	0 87 0 100 218		n and I			5,000,000 500,000
London and Blackwall	3	\$ 804,00	266,00	00 1,315,64	0, 15,978	3 23,870		16 6	Lynn	and Ely			200,000
London and Brighton	56		00 998,35	50 2,630,45 00 761,88	29,37		0 12 0 2 8 0 5 0 2 10	0 50 47 0 14 17		hester, E			300,000 250,000
London and Greenwich	3	759,38	83 233,30	00 1,040,93	15.19	3 28.933	nihil			ngar and			
London and South Western		1 2,222,10		00 2,596,29	1 68,45	7 150,469	1 12 6 6 10			astle and			700,000
Manchester and Birmingham Manchester and Bolton		2,100,00 778,10	00 090,58	36 1,923,69 30 773,74	8.58	7 58,162 5 21,140			Scottis	ond &	w.End	June.	700,000
Manchester and Leeds and Hull	81	2,937,50	001,943,93	32 3,921,59	3 46,653	3 156,761	71. 2 1	01. 60 88	Sheffie	eld and	Lincoln	shire.	650,000
Midland railway		15,158,90	00 1,719,65	30 6,279,056 3 1,135,069			1 00 4 0		Shrew	sbury a	nd Gd.	Junc.	400,000 900,000
Newcastle and Darlington	23	500,00		405,72			nihil	. 21 49	Trent	Valley			900,000
Newcastle and North Shields North Union	7	150,00	153,87	76 309,629 06 1,015,44	8,94	18,466	2 10 0 6 16	0 50 37 8 100 104	West	London	Extens	ion	64,000
Paris and Orleans		739,20	00 400.00	0 1,013,44	9,07	31,134	0 16 0 8 0	0 20 39	White	haven a	nd Ma	rvport	1,000,000 100,000
Paris and Rouen	84	1,440,00	00		31,24	7 91,171	8 0	0 20 38	F	RENCH R	AILWAY	S	
Preston and Wyre	19			52 355,16 59 951,45		7,066 5 14.876	nihil	. 50 18 d . 82 93	Centra	gne and	Amier	ıs]	1,500,000 1,280,000
South Eastern	88	2,996,00	00 1,530,27	77 3,464,17	2 40,993	3 81,482	0 106 2 2	0 50 39	Lyons	and A	vignon.	2	2.400.000
Taff ValeUlster		465,00	00 154,78 00 20,00				0 0 0 6 5	0 100 55 8 29 37	Orlean	is, Tour	s & Bor	deaux	2,000,000 2,500,000
Yarmouth and Norwich.	20	187.50	00 62.50	0 230,250)		nihil	. 16 25 4	Paris	and Orl	eans	11	1.600.000
York and N. Mid, and Leeds and Sel	by 28	1,062,50	00] 167,50	001 676,644	1' 27,13	21 55,752	2 10 0110 0	0 50 100	Paris	and Ro	uen	1	,4,000
Steam and I	[iscell	laneous	•		_{<	NAME OF	F COMPANY.	Num. of	Am't. of	Amount	Div. p.c.	Last	Present
NAME OF COMPANY, Num. of shares.	Am'l.o share.		per ann.	Last Pres)	ighborou:	gh	shares.	share 1421	1424	per ann.	price. 1140	price.
Anglo Mexican Mint 10,000				15% 15	5Mo	nmouths	eire	2.409	100	100	10	160	160
Anti Dry Rot	100	. 181		2			vbray		100	100	10	117	117
General hteam Navigation 20,000		35 14	10	$ \begin{array}{c cccc} 34\frac{1}{2} & \dots \\ 27\frac{1}{2} & 27 \end{array} $			Irwell			100 100	10 21	15	15
Gt Western Steam Pal		. 1000		25	· · · SNea	th		. 247	100	100	17	365	365
Metropolitan Wood Pav 15,000 Patent Elastic Pav 10,000		6	5 5	65 14			Loncon			100 33‡	30	505 25	25
Peninsular and Oriental 11,493	50	50	7	641 65	Shr	opshire		. 500	125	125	6	120	120
Polytechnic Institution	50	40	6 :		Son	nerset co	al Worcester	. 800	150 140	150	71	123 180	123
Reversionary Int. Soc 5,3 %	100	100	41 1	04 104			worcester		125	140 125	25 12	230	180 230
R. Mail Steam Packet 15,000	100	60		361 37	Sto	urbridge		. 300	145	145	14	360	360
South Western Steam 4,000 Ship Owners' Towing 3,000		71	10	15					150 100	150 100	19	240	240
Thames Tunnel 4,000	50	50			Ser	rern & V	Vhy & Rail Av	. 3,762	261	261	51	30	30
University College 1,500		100	<u> </u>				Aersey			50	65	495	10
Ashby de la Zouch 1,432	nals.	av.	1 4 1	70 1 70	-3w	arwick a	nd Birminghan	8,149 1,000		19 1 100	101	10	. 10
Barnsley	100	100	14 1	80 180	\Wa	arwick a	nd Napton	980	100	100	81	122	
Birmingham, 1-16 share 3,000 Do. and LiverpoolJunction 4,000		79		50 160 131 13	\\ \(\int_{\text{Dis}} \)	minghan	1	Water . 4,800		25	25	1 99	1 28 .
	100	100	20 3	65 365	Eas	st London	1	. 4,433		100	8	28	225
OUTCILLIY DIRI		do.	24 2	50 250	Gra	and June	tion	. 5,500	av.	41 2-3	71	88	90
Cromford 460		do.		05 105 40 440	Ma	w River	L. B. Ann and Salford	. 1,500 6,486	av.	30	21 81	57	57
Cromford		do			24744				60 T .	1 00			
Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297	do. 4001	do.	4 4	40 . 440	5Va	uxhall, lt	. S. London	. 1,000	-	100	5	55	55
Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297 Grand Junction 11,600	do. 400‡ 100	401 100	7 4	440 62 161	Vai We	uxhall, lt		1,000 8,294	av.	100 63§			
Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297 Grand Junction 11,600 Grand Surrey 1,500	do. 4001 100 do.	401 100 do.	7 1	440 62 161 20	We we	uxhall, lt est Middl	. S. London lesex	1,000 8,294 Do	av.	634	5 64	55 126	55
Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297 Grand Junction 11,600 Grand Surrey 1,500 Gloucester and Rerkley 5,000 Grantham 749	do. 4001 100 do. do. 150	401 100 do. do. 150	4 7 1 7 8 1	40 62 161 20 8 85 185	We Con	uxhall, lt est Middl nmercial st and W	S. London lesex	1,000 8,294 Do 1,065	av.		5 64 3 54	55 126 137	55
Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297 Grand Junction 11,600 Grand Surrey 1,500 Gloucester and Rerkley 5,000 Grantham 749 Lancaster 11,699	do. 4001 100 do. do. 150	401 100 do. do. 150 471	8 1	40 440 62 161 20 8 8 85 40 40	Van We Con Eas Lor	uxhall, lt est Middl nmercial et and W ndon	S. London lesex	1,000 8,294 Do 1,065	av. 100 sto. sto.	634	3 51 41	55 126 137 114‡	55 127
Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297 Grand Junction 11,600 Grand Surrey 1,500 Gloucester and Rerkley 5,000 Grantham 749	do. 4001 100 do. do. 150 471 100	401 100 do. do. 150	8 1 3 6	40 62 161 20 8 85 185	Var We Con Eas Lor St. 1	uxhall, lt est Middl nmercial st and W ndon Katharin	S. London lesex	1,000 8,294 Do 1,065 . 3,238,310 . 1,352,752	av. 100 sto. sto. sto.	634	5 64 3 54	55 126 137	55

	RICAN	,		WORI			1844.	12, E		State Con-	s are all 4 4	eet deen and ti	ne lock
STATE WORKS.	in miles.							xpend.	13 to 1	fect wide	, and 80 to 9	o feet in length	h.
Black river canal	35								The	six milli	ons paid	to the canal f	and fr
						24,6	18 1	14,443	auctio	n and sal	t duties a	re not inclu	ded in
						116,7	39	0 ~40	estima	te of cos	t. The G	enesee valle	vand
Chenango	97						79 1	5 960	Black	river can	ais requir	e large sum	s nor un
		15	6 777				98	3 951	comple	b croster	than the	which aadu	inaci si
Erie—enlargement of	363	12 64	8 852					0,001	of the	e canals	when fin	ished The	winis
Genessee valley.	120												
52 miles opened, cost \$1,500,000				12,292	13,819	19,6	11 1	5,557	000 an	d \$600.0	00, makin	g their total o	edst wh
Oneida lake	6			225	2,239		21	1,636	finishe	d \$5,553.	000 and \$3	2.409.000; an	expen
	38	56	5,437	29,147	22,742		55 2	8,599	ture in	curred or	estimated	d incomes (ac	imitted
	25						31	5,386	be libe	ral,) of S	39,000 and	d \$14,000 res	pective
						109,2	78 2	2,870	The	total rece	eipts from	the works of	Penns
							21						
						119 3	21	5.007					
								OnE			for 1814 w	ere as follow	
				• • • • • • • •		110,1	1				-	-	578,4
Portage railroad	130					351.10	12 24				-		252,8
Western division canal.	105					,,,,					- 1		319,5
North branch Susquehannah canal	72 1					101 0	10 5	Pr (000)	of webit	h ereos o	oo is from	118 miles of	13,4
West " " "	72			• • • • • • • •		. 1	-	1,000	and @s	000 404 fr	om 550 mi	iles of canal	Tambe
Hocking canal	56	97	5,130	4,757					CTT)	70,702 11	C Obia	nes or canal.	
Miami canal	85							2,341	norte t	canais of	mills on al	be dollar T	bore !
	105	2,85	6,636			C 1	1	1	13.5 m	les of car	al in the	State, which t	rielded
						20 0		F 0.39	1943 4	171 693	and in 18	144 9515 393	the co
Muskingum	91					0 40 6		2010	181 121	1 '43 Dell	10 3013 314	25-1-5. TOC 11	nerease
Wahash	331 .			25,000	6 100	10 5	30 9	0 01m	44 OV	T 45 IS 0	BIV 2040.4	w. though m	envear
Walhonding	95			200	39 005			1 000	has ex	hibited a	greater in	icrease intou	ghout
Western road	31							2,929	countr	y than ev	er before l	known.	
Sundry works									The	se 21 mil	lions on s	undry works	. rield
Maume canal			,,,,,,										T
Sundry works		110.00	0000						The	central r	ailroad yi	elds above 6	per ce
Central railroad	110			149,987	75,960	211,1	70 8	9,420	and is	the only	State wor	k—the Eric	canal
Southern railroad	68	93	6,295	24,064	7,907	00,3	11 /	0,000	сериеи	which	is able to s	tand alone.	J
1	Length	1 0	. 1						Div.	Value	,	REMARKS	
CANALS.	miles.	Con	ST.	Gross.	Nett. ce	t. Gro	85.	Nett.	cent.				
Blackstone													
Bald Eagle Navigation		400	0,000								***		
Beaver and Sandy, (part)		1,000	0000								We may,	perhaps, at so	me luti
Charleston, (S. C.)			1		3	1				lin	ne be enab	led to give th	eparti
	184	12,37	0,470	47,637 .						lar	s of all th	cse canais.	hio an
Conestota	12	300	0,000	• • • • • •	• • • • • • • • • • • • • • • • • • • •					oc ic			
		250	000	70 705 10	0 001	100 8	03 19	20 624		31 mi			
	100	3,300	3,000 2	13,133 10	2,201	. 130,0	3312	00,024			The enlars	rement of the	Schu
James river and Kenhawa										kil	l canal has	s been comm	enced.
					1			- 1		1 1	The Morri	is canal was l	ately's
	10										one millio	on, al out one	-ourth
Delaware and Raritan	43	2,900	0,000	99,623 5	3,327	. 131,4	191 8	34,455		of	its cost.	lt is said in t	he pap
		300	0,000							tha	at it is to b	e enlarged.	We ha
		2,900	0,000							see	en no repo	it, noi nearu	or me
											intment of	any enginee	r.
	101	1,00	0,000							28			1
Dismal Swamp		·····		•••••••				1	1]				L
······································	Length	/No of	Looks	~~~ ***	Size of loc	cks.	\sim	Vidth o	f canal.	-	Expended	Incom	6
CANADIAN CANALS.	miles.	locks.	in fee	Length chambe	of Width.	Dapth	ilL B	ottom.	Surface	Estimate	Sept. 1843	1843.	1844.
he Welland canal	-			feet.	feet.	feet.		feet.	feet.	3,948,57	22,485,572	64,658	
	e 28	31	328	150				45	81				
	7	1	6	150	96 1-9	81.	2	35	71				
							7						
				-	1				77		1	1	
		9	7	200	45	9		50	90	1	1		
Plat		2			45	9		50	90	672,49	8 973	3	1
n's point	. 3-4	1	31		45	9		50	90				
ll, passing the Long Sault rapids			48	200	55	9		100	150	865,37	21,665,667	3	
ii, passing the Long Sault laplus	111 14	9	82 1		45	9		80	120		7 275,420	5	
rnois, do. Coteau, Cedars and Cascades road	4 11 1-1		44 1-	2 200	45	9		80	120	old cana			
rnois, do. Coteau, Cedars and Cascades roads, do. Lachine rapids	. 81-2						• • •			1,001,33	3 64,439	1 - 1	
rnois, do. Coteau, Cedars and Cascades road	. 81-2									200.00	12		
mois, do. Coteau, Cedars and Cascades road, , do. Lachine rapids nent of do. Cotal from lake Erie to the sea	8 1-2	57		100	1 04	10		90	CO				
rnois, do. Coteau, Cedars and Cascades road, do. Lachine rapids	8 1-2			120	24	6		36	60		0 440,000	1,409	
mois, do. Coteau, Cedars and Cascades road, do. Lachine rapids	8 1-2 -12 -66 Length	57 9	74	~~~~	1843.	D		1844	1.	Div. V	0 440,000 alue		
rnois, do. Coteau, Cedars and Cascades road, do. Lachine rapids	8 1-2	57 9	Cos	t. Gre	1843. Income.	Div	t. G	1844 Incon	1.	Div. V	alue of ock.	1,409 REMARKS	5
crois, do. Coteau, Cedars and Cascades road, do. Lachine rapids cotal from lake Erie to the sea	12	57 9 h in s. anals.	74 Cos 2,800	t. Green	1843. Income. ess. Net 203 196,	Div	t. G	1844 Incon	4.	Div. V per cent. st	alue of ock.		\$
crois, do. Coteau, Cedars and Cascades road, do. Lachine rapids	. 8 1-2 . 12 . 66 Length mile R. rd. Ca	57 9 h in s. anals.	74 Cos 2,800	t. Gre	1843. Income. ess. Net 203 196,	Div	t. G	1844 Incon	4.	Div. V per cent. st	alue of ock.		s
	Cayuga and Seneca Champlain canal Chemung. Chemung. Chenango. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal Delaware canal French creek Seneca river towing path Columbia railroad Eastern division Juniata canal Portage railroad Western division canal North branch Susquehannah canal West """ Hocking canal Miami extension Miami northern division Muskingum Ohio Wabash Walhonding Western road Sundry works Maume canal Sundry works Central railroad Southern railroad. CANALS. Blackstone. Bald Eagle Navigation Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill Farmington James river and Kenhawa. Middlesex Port Deposit Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp CANALS. he Welland canal trunk from Port Colborne to Port Dalhousion branch to Durville on branch to Durville on branch to Durville on branch to Port Cardinal s and Port Cardinal	Black river canal	Black river canal. 35 35 1,55 Cayuga and Seneca 21 23 Champlain canal. 64 1,25 Chemung. 23 23 Chemung. 27 24 Chemung. 27 24 Crooked lake 8 15 Erie—enlargement of 363 12,64 Genessee valley. 120 3,73 52 miles opened, cost \$1,500,000 130 1,60 60 French creek 45 130 130 130 60 French creek 45 130 130 130 60 French creek 45 130 130 130 130 70 Western division canal 105 130	Black river canal	Black river canal 3	Black river canal 35 1543,967 16,557 10,953 24,618 14,444 The Champlain canal 31 15 15 15 10,950 16,155 15,057 10,953 116,730 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950 116,750 10,950	Black river canal 35	Black river canal 35 1524,907 16,557 10,953 34,818 14,444 action and self duties a climate of cost. The Champlain canal 61 125,007 16,557 10,953 34,818 14,444 action and self duties a climate of cost. The Champlain canal 62 237,000 16,557 10,953 34,818 14,444 action and self duties a climate of cost. The Champlain canal 62 23,400,000 16,755 15,957 15,9	Black Fiver canal.				

		Length	AME	Loans	Number			43.	Div.	184	14.	Div.	Previ-	SALI	
	RAILROADS.	in	Cost.	and	of	on	Inco	me.	per	Inco	me.	per	ous	April	3d.
	2 1 Class and Portsmouth	miles.	200,000	debts.	shares.	share		Nett.	cent.	Gross.	Nett.	cent.	prices 1131	Shares.	100±
Me.	1 Portland, Saco and Portsmouth 2 Concord.	50 35					89,997	47,166	1	124,497	74,841	12	701		1391
N. H. Mass.	3 Boston and Maine	56					178,745	68,499	6	233,101	86,401		110		1101
ulass.	4 Boston and Maine extension	17-1-4		unfin.			170,740	00,100		300,101	00,101				
11	5 Boston and Lowell	26	1,863,746				277,315			316,909	147,615	8	1201		1201
46	6 Boston and Providence	41		none.							156,109		108		
"	7 Boston and Worcester	44	2,914,078				404,141	162,000	6		195,163	71	1161		1181
11	8 Berkshire. 9 Charlestown branch.	21	250,000	not stated						17,737			701		83
. "	9 Charlestown branch	54	2 388 631				950 563	140 505	13	337,238	13,971		1091		1091
	11 Fitchburg	50	1.150.000	justopn'd			213,303	1.40,555		42,759			120		122
44	12 Nashua and Lowell	14 1-2	380,000				84.079			94.588			121		
66	13 New Bedford and Taunton	20	430,962					24,000		64,998					
66	14 Northampton and Springfield		172,883	unfin.											
66	15 Norwich and Worcester	59	2,170,366	900,000	16,535	100	162,336	24,871				3	701	6,515	102
	16 Old Colony	4	63,075	unnn.				• • • • • • • • • • • • • • • • • • • •					102	28	1
	18 Taunton branch	11	250,000	dilli.				20,000	9	96,687	20,000	8	118		
	19 Vermont and Massachusetts									30,007	20,000				1
66	20 West Stockbridge:	3	41,516	200		100						4			
44	21 Western, (117 miles in Mass.,)	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3	1021	1,032	1034
	22 Worcester branch to Milbury	~4	8,431	506		• • • •			,			• • • •			91
1	23 Housatonic, (10 months,)	74 38	1,244,123 1,100,000		10,000	100		• • • • • • •		150,000		.6	82	80	31
	25 Hartford and Springfield		600,000									.0	03		0
	26 Stonington, (year ending 1st Sept.,)	48		650,000		100	113,889			154.724	79.845		41	1,975	401
	27 Attica and Buffalo	31	336,211				45,896	7,522		73,248	48,033	0			
	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6	106	18	106'
	29 Auburn and Syracuse	26	766,657			1331	86,291	27,334		96,738	52,544	6	116		
	30 Buffalo and Niagara	55	5 000 000		1,500	• • • •			• • • • •		•••••	• • • • •	100	1.002	211
	31 Erie, (446 miles,)	53						48,000		126,020	59,975		311	1,083	915
44	33 Harlem	26	1.206.231					40,000		140.685			70	825	681
	34 Hudson and Berkshire	31				50				35,029			14		
68	35 Long Island	96	1,610,221		29,846					153,456	58,996	0	751	5,400	761
	36 Mohawk and Hudson,		1,317,893	400,000			69,948	58,780		79,804	45,763		641	325	631
	37 Saratoga and Schenectady	22					42,242	3,000		34,666			••••	,	• • • •
1	38 Schenectady and Troy	20 1-2 53	1,151,576	none			163 701	72,000		32,646 192,061			115		
1	10 Tonnawanda	43	727.332		10,000	020	76 227	12,000		114,177	75,865				
66	11 Troy and Greenbush	6	180,000				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			114,177	10,000				
66	12 Troy and Saratoga	25	475,801				44,325	21,000		38.502	9,971	21			
66	43 Utica and Schenectady	78	2,168,165	nonc.	20,000	100	277,164	180,000	9	331,932	199'094	8	129	58	128
	44 Camden and Amboy	61	3,200,000				682,832	383,880		784,191	404,956				110#
	45 Elizabethtown and Somerville	26	500,000						• • • •						
1	16 Morris and Essex	34	2,000,000									• • • •	934		
46	18 Paterson	16	500 000									6	85		
	19 Beaver Meadow	26	1.000.000												
	50 Cumberland Valley	46	11.250.000												
66	61 Harrisburg and Lancaster*	36	860,000										30		
1	52 Hazleton branch*	10 29	000,000						• • • •						
1	53 Little Schuylkill		600,000								• • • • • • •				
48	55 Mauch Chunk*	9	100,000												
13	56 Minehill and Schuylkill Haven*	18	315,000						12				1434	10	150
66	57 Norristown	20	800,000										64		6
11	58 Philadelphia and Trenton	30	400,000						·				104		
	59 Pottsville and Danville	29 1-2	1,500,000	7 447 570	40 000				• • • •						
	60 Reading	94	9,457,570	1,441,510					• • • •	597,613	343,511	• • • • •	501	4,110	
	62 Williamsport and Elmira.	25													• • • •
	63 Philadelphia and Baltimore.	03	4 400 000				43 043	900 000	1		1210 000	1	431		
Del.	64 Frenchtown	16	600,000 7,623,600								,				
Md.	65 Baltimore and Ohio, (1st Oct.) 1	188	7,623,600				575,235	279,402		658,620	346,946	1	481		
46	66 Baltimore and Susquehanna	58	.3 (22) (22)								1	6	1 5	200	
	65 Baltimore and Washington	38 17 1-2	260,000				177,327	71,691		212,129	104,529		84		
	69 Petersburg and Roanoke.	60	1-969.880							100 971	70 202	3	1	• • • • • •	1
	70 Portsmouth and Roanoke	78 1-2	850,000								12,030				
64	71 Richmond and Fredericksburg *	61 1-2	11.2007 (NN)							1					
66	72 Richmond and Petersburg*	22 1-2	700.000												
**	73 Winchester and Potomac*	32	500.000						١,						
	74 Raleigh and Gaston*	84 1-2	1,360,000									• • • •		10.000	
	75 Wilmington and Raleigh* 76 South Carolina	161 136	1,000,000		0				·	530 071	140 100	5		12,853	431
2. "	77 Columbia	66	5,671,452		34,410	75	200			100%,011	140,190	3			• • • • •
Ga.	78 Central	190	2.581.723				1227 532	93 190	1			1			
66	79 Georgia	147 1-2	2,650,000				248,026	158,207		248,096	147,523				
Ky.	80 Lexington and Ohio	40	1 500 000										1		
Ohio	St Little Miami	40	ACM INT					1		1	1				
	DZINIAU TIVET	40	AUNIONN					1		-	1	1	1	i .	
	83 Madison and Indiananalia	5.0	150 4HH												
Ind.	83 Madison and Indianapolis	56	152,000 212,000			1		19 000	1	50 000	94 000		110		• • • •

communications by Monday morning at latest.

PRINCIPA	L (CON	TE:	NTS.
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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, April 3, 1845.

WESTERN RAIL	ROAD		Rec	eipts for th	ne week en
ing March 22:	,			1845.	1844
Passengers,	-		_	\$4,713	\$3,824
Freight, etc.,		-		6,821	4,629
Total,	-		-	\$11,534	\$8,453
					-

MINEHILL AND SCHUYLKILL HAVEN RAILROAD .-The following is the amount of coal transported over this road, for the week ending on Wednesday eve-6.004-09 ning last: 49,747-06 Per last report,

55,751.15 Total. THE COAL TRADE .- Sent by railroad up to Thurs

day evening last.—Miners' Journal.
Schuylkill Haven, 6,930-11 Pottsville. 3.295.12 9,686.03 Per last report, 71,736.68 81,422.71

Sent by canal up to Thursday evening last: From Pottsville.

HUDSON AND MOHAWK RAILROAD.

A particular notice of this railway is required on many accounts. It was the first work of the kind in the State, it has exerted a powerful influence on the cause of railroads in New York, and has had no small share in contributing to our present disgraceful financial position; the possession of a system of canals hypothetically unrivalled in the world for their success, yet requiring taxation to meet their liabilities and, what is far worse, degrading the people of western New York below any community, within our knowledge, by denying them the right to judge for themselves in one of their most important transactions, that of selecting their own mode and time of sending their produce to, and receiving their supplies from, the Atlantic cities. We of course refer to the report of the State engineers, Messrs. Jervis, Mills and Hutchinson, in which they made out to the satisfaction of the politicians the vast superiority of canals over railways; hence, in a great measure, the State debt. With this brief allusion to a subject, to which we must recur very soon, we proceed to make a few remarks on the Mohawk and Hudson railroad.

This work was commenced by gentlemen whose means were quite adequate to the undertaking; but, as we observed on a previous occasion, their great ready been made to their hands. The Cayuga lake object was not to construct a good railroad, but to cry and the Cayuga and Susquehanna railroad furnish up the stock so as to be enabled to sell out at an adup the stock so as to be enabled to sell out at an advance. This being the case, there was little attention paid to the location or construction; the conse- at the bridge, and comes direct to the steamboat landquence was a very bad location and the ordinary cheap superstructure or plate rail, at an immense connects with the New York and Eric at Oswego. Which deducte we had cost. A substantial track, at a cost which the trade will not justify, is perhaps not unknown, but to in-The distance from Buffalo to New York by this Oswego trade.

tion reserved for the State of New York. We are route. sorry to say that this work does not stand quite alone: as the representative of the capabilities of railways! Ithaca and the New York and Erie railroad. so late as 1835.

The reader will say that there was no inducement to make a bad road, that they might cry up the stock quite as well while making a good work. True; but it will be found that works undertaken in the wrong spirit will be almost always executed correspondingly. And it is to this general remark that we desire at this time to draw particular attention. The spirit of private enterprize is just awakening, and it is probable, that two very important charters will be granted by the legislature: the right to construct a northern and an eastern railroad, the only works which can works be viewed by the first board of directors, as leading men in the first instance subscribe with the intention of permanently investing their own means, success is certain. For, their own judgment and income, and the cost of the work will be obtained with all desirable accuracy from educated and experienced civil engineers of character, the only class of engineers employed by men spending their own money, and we might add, seldom found associated with those spending the money of the public. See, the Erie canal, each more costly and less productive than its predecessor.

We have already expressed our satisfaction at the list of names to the application for a charter from New York to Albany, and must here add, that a late notice published by them to correct certain erroneous impressions circulated by their opponents, is everything that could be desired.

Boards of directors, animated by this spirit, will give the city a railroad such as she requires to the old and wealthy river counties, and the cities and villages from Albany to Buffalo, and a continuous railway to the capital of New England, running through a country thickly settled by a people contributing, per head, more to the business of railways than any other on earth.

BUFFALO AND NEW YORK AND ERIE RAILROAD.

After stating the seven (!) contemplated connections of the New York and Erie railroad with the central line from Albany to Buffalo the Ithaca Chronicle very pithily remarks:

"In the Babel strife of all these projects, their advocates seem to have forgotten that the desired connection of the northern and southern routes has alians, especially had better look at it. The Auburn and Rochester road sweeps across the Cayuga lake, ing, from whence boats can run at all seasons of the

Correspondents will oblige us by sending in their cur great expense to make a poor road was a distinc- route is probably somewhat less than by the Seneca

We knew this as well as the Chronicle, but, like our State furnishes another, or the other specimen of all others, have overlooked it. The communication this kind of engineering. Many of our readers will is as good as any proposed, and, leaving the central know the work to which we refer; the late Ithaca line well to the eastward, will find business from the and Owego-now the Cayuga and Susquehanna splendid country between Auburn and Buffalo, berailroad. The inclined planes on these roads have sides aid in such changes in the Ithaca railroad as been the astonishment of all engineers and persons may be required, but which are trifling compared at all acquainted with these matters, being made in with the construction of an entire new line. The defiance of the practice and experience of England proposed connection of the Erie canal with lake and this country, and one, the Mohawk railfoad, be- Ontario at Sodus bay gives also additional imporing actually referred to by the above State engineers tance to the route from Buffalo to New York via

THE COAL TRADE.

Notwithstanding the great increase in the quantity of anthracite coal mined in 1844, the stocks on hand this spring are unusually, if not indeed unprecedentedly low, though the winter has been mild, almost beyond anything on record, and though the navigation of the Delaware has been uninterrupted. Such was the scarcity that \$1 90 to \$2 00 per ton was paid from Philadelphia to New York, and the actual price of "egg coal" rose to six dollars per 2,000 pounds. With an ordinary winter, greatly increasing the consumption and entirely cutting off the supply from connect this city with the interior. Now if these Philadelphia by sea, the price would have increased to such an amount as to have been most severely felt mere speculations, they will soon sink to the level of by the poor in our northern cities, where the want of the Harlem, Long Island, Mohawk, etc., but if the fuel causes a degree of misery which must be seen to be believed. We should have been dependent on England and the British provinces for this necessary of life had the winter been severe. The fact is, that strong common sense will determine the probable the demand is increasing much more rapidly than the means of bringing coal to market. The Schuylkill and Lehigh navigations are, or ought to be, adequate to furnish four times the quantity of anthracite coal consumed in 1844, but it would appear that they cannot do it at present prices, hence other means must be looked to. We have already given some for example, our State works, since the opening of particulars about a new source, and hope, in a few weeks, to be able to speak confidently as to its capabilities and prospects of success. For the present we must conclude with observing, that we do not view every new work as a rival for the present trade, but rather as an auxiliary to bring an increased quantity to market without interfering with the business or prices of existing establishments.

> The friends of discriminating tolls say, if the State will abate one-fifth part of the tolls of the Eric canal route, and nothing on the Oswego, charging 28 cents on a barrel of flour from Buffalo to Albany, instead of 35 cents, against 20 cents from Oswego, and 8 cents on the Welland-together 28 cents, then the State would gain or keep \$250,000, which otherwise will be lost to the treasury by means of these rival canals, the Oswego and Welland. We will see. \$1,000,000

abstract from this revenue.... 200,000 Leaving

If by this modification, exclusively of
Eric canal tolls, Buffalo should take all
the Oswego trade, which amounts to 800,000 about one-eighth part of the whole, it would add at the reduced toll, to the 100,000 Buffalo route..... Yielding an aggregate of ... 990,000

But the State will have lost all toll on the Oswego route, 209 miles, which at the present rate on her one-eighth part of the trade would be

Which deducted from the \$900,000 leaves \$828,228 Here we have the result of discrimination, if crowned with complete success, annihilating all the

71,772

MAIL TRANSPORTATION ON RAILROADS.

The post office department has been involved, since the establishment of these lines of communication, in constant difficulties with them; and these difficulties, we are in-

road throughout the country have been made him. either by States, or by corporations consisting entirely of individuals, or in which the tween Baltimore and Philadelphia. timore,) are paying dividends to their proals would give up the use of an improvement on the first view, amounts to. the moment it became their interest to do so.

on which the charge for its transportation is Baltimore is certainly not less than six dolmost complained of, an accommodation is lars per ton, which would give \$48 as the required for it, much greater than was for- fair compensation of the car were it loaded merly exacted, when it was carried on the with merchandize, in lieu of the mail, so that clined to think, on examination, have result. same routes in mail wagons and post coaches. not only the mail and mail agent are carried ed from a cardinal error in its views as to a The companies are required not only to fur- in this case at less than would be paid for the proper standard of compensation for the ser- nish a car, or an apartment of a car, ex- car were it loaded with merchandize-but vice required of it. The present moment, pressly fitted up for the accommodation of in addition the department is furnished with when a new postmaster general, represented the mail, and for the assortment of letters a room in the car, warmed and lit up, for the as able and intelligent, has been placed at and papers on the road, but also for the com-especial accommodation of the mail agent, the head of the department, seems to be an fortable accommodation of the mail agent, at the expense of the company, which is auspicious one for an examination of its past who is always on the route, and of any spe-moreover bound to transport its special agents policy on all subjects, and a change in it, cial agents who may from time to time be whenever required by the department, free where it has been hitherto injudicious or de-sent over the route, by the department.-Were an exact calculation entered into, we It has been the fashion to denounce rail- have little doubt that, in most cases, it would forcible if made with reference to a car filled roads as extortioners in their charge for the be found that the price paid by the depart- with passengers. If instead of carrying the transportation of the mail, on the ground ment would not exceed what would be re-mail and mail agent, the car should carry that, as their charges for freight and passen- ceived by the company for a bulk of mer- forty passengers, (the average number congers are generally less than by the old mode chandize equal to the space occupied by the veyed by a car,) the company would have of conveyance, there is no reason why the mail, and the passage money of the mail received one hundred and sixty dollars, incharge for the transportation of the mail agents, with the great disadvantage in the stead of forty-two dollars, the price paid by should not be reduced in proportion, and it transportation of the mail, that its carriage the department for the mail and mail agent. has also been alleged that it was due to the at a higher rate of speed makes it much It is evident that the cost to the company is government to afford it the most complete ac. more expensive than ordinary freight, and precisely the same, for an eight wheeled car commodation of its mails at the lowest rate, that the mail agent instead of occupying, warmed and lit up for the accommodation of These views, it is believed, will not bear like any other passenger, a single seat in the the mail and mail agent, travelling at pasexamination. The important lines of rail- car, has a small room in a car furnished senger speed, as if this car carried its com-

Take, for example, the line of railroad be-State was a partner, There are compara- road it appears from the reports of the post train to convey an additional car. The tively few of these companies which are office department, is ninety-nine miles long, great expense of the company is in its oripaying to the corporators even legal interest; and \$30,600 it seems is the price paid for ginal outlay, on which it has a right to reand this is particularly the case with the mail transportation on it, twice daily, eight ceive, if it can be had, a fair return, and in companies on the great mail route between months of the year, and once a day the re- the annual expense of keeping in order its New York and New Orleans, on which the maining four months; a separate car being road and machinery. Every description of charge for mail transportation has been most required for the great northern and southern transportation may be legitimately levied on complained of. Indeed on this route three mail. We discard the consideration of the for its fair proportion, (in the ratio of the railroads only, as far as we know, (viz: the second mail, because no special accommodal accommodation afforded to it) for these obtwo lines between New York and Philadel. tion is required for it, and as it is only re- jects; and with equal propriety might every phia, and that between Washington and Bal. quired by the department at seasons of the other interest as well as the post office deyear when a second train would be run by partment contend that it should pay only prietors. Is it then unreasonable that the the company at any rate, it may be deemed the extra expense occasioned by its particucompanies on this great line of thoroughfare rather an accommodation to the company lar business, and thus nothing could be levied should feel themselves authorized to make a than otherwise, to allow the mail to be dicharge, in all cases, corresponding to the ac- vided, and a portion to go by its second the shareholders. It is obvious then, that if commodation afforded by them, whether to the train. But considering this as the compen- an improvement is to be maintained, and its government or the public? It is obvious sation paid for the transportation of a daily proprietors are to receive a return from it, that this standard cannot be exceeded, as mail between Baltimore and Philadelphia, every abatement from what would be a fair both the post office department and individu- let us see what this large sum, as it appears charge to the department, must necessarily

The mail being carried each way daily, and passengers. As regards the argument that, because \$30,600, divided by the number of trips,

large and important mails are carried, and by the railroad between Philadelphia and of charge.

> Of course the comparison is much more plement of passengers.

It will not do to say in reply to these facts This that it adds but little to the expense of a to keep up the railroad and pay dividends to augment the charges on other transporters

And why should the federal government freights have been reduced, the transporta- (730) gives \$42 as the charge made the de- be particularly spared in adjusting a tariff tion of the mails should be, it may be re- partment for the transportation of an eight of charges on these lines? If the improvemarked that freight transportation is, or wheeled car from Baltimore to Philadelphia, ments are paying less, as they generally are, should be, always at slow and economical which might as well carry eight tons of mer- than a fair profit to their proprietors, no parrates of speed, while the mail ought to be car-chandize, as the mail. Now the average ty can more legitimately be expected to pay ried at the highest; and on the roads where price for the transportation of merchandize a full equivalent for the service rendered it

(and more, as we have observed above, can-railroads to collect, with any desirable expe-the compensation on important lines of railthem, while the benefits of the improvements depots unnecessary; an object of attack to former secretary of war, (Mr. Spencer) says hostile force, thus enabled to maintain itself, in his report laid before congress in Decem- are obviated. ber, 1841. The following is extracted from that document.

the consideration of the defences of the sea- of transportation from New York to Plattscoast, and of the northern and northwestern burg, Sackett's Harbor or Buffalo, was from frontiers, consists in the facility and rapidity \$5 to \$12 per hundred. The present cost of interior communications. They are strict- to Plattsburg is 30 cents, and to the other ly means of defence, and incapable of being points named 60 cents per hundred. A 12. perverted to any purpose of conquest-a fea-pounder, which, at the cheapest rate, could ture which commends them to every friend not have been carried to Bussalos for less than cable. an equal and just rate of compensations. The facility afforded by \$200, may now be transported to the same tion, according to the service performed, the ocean to movements for the purposes of point in one fifth or one-eighth the time, for attack, is met by a facility of movement on \$24. In every point of view in which these United States, for the transportation of the cal force of the populous country between forts." those points may be concentrated at any intermediate place in a few hours. Were Philadelphia assailed or threafened, a movement of military force from Pittsburg, which but a short time since would have occupied always willing to pay, previous to the introfrom twenty to twenty-five days, could now be accomplished in five. Similar illustrations are furnished by various railroads and canals in different parts of the country; and, as the great secret of success in war is supposed to be the ability to oppose the many to the less than what was formerly paid for conveyfew, it is evident that in any defensive operations we shall be able to compete with, and to conquer any probable force that an invading enemy could bring against that portion of our territory which is intersected by these interior communications. Another consewith armies of very diminished numerical force, compared with those which have heretofore been necessary in our national conflicts, or those which are usually employed on the European continent.

"The expense of military operations will be reduced beyond any present means of exact calculation by the same facilities. Dur-"A third element, of great importance in ing the last war with Great Britain the cost

All, however, that is asked of the government, is that it should pay, for the service rendered it, in a much less ratio than it was duction of these lines of railroad, for increascd speed-while it is gravely contended by the post office department that the mails should be carried at not exceeding or even ance in mail wagons.

not, it is evident, be obtained) than the go. dition, the supplies of an army from a coun-road in England, greatly exceeds, and we vernment, which has contributed nothing to try abounding with them, and to transport have no hesitation in saving averages at least are ten-fold, aye, an hundred-fold to it, what an enemy is thus removed, and the conse. this, too, without taking into consideration they ever can be to all other interests. Let quences of the capture of large collections the relative weight of mails in this country us hear what a high public functionary, a of munitions of war or of subsistence, by a and in England, which, on leading routes in America, are three or four times heavier than on corresponding routes in England.

> The result of these conflicting views, on the part of the department and the railroad companies, has been to bring about rules of compensation which in our opinion cannot fail to work badly.

In section 20th of the late post office bill it is provided,

"That to insure, as far as may be practiland, furnished by the triumphs of genius works can be considered, their cost is as much mail, it shall be the duty of the postmaster and art in the application of steam power to actually added to the defensive means of the general to arrange and divide the railroad land carriage, and in the construction of nation, without any expense to the general go-routes, including those in which the service lengthened lines of canals. The speed with vernments, other than the subscriptions it is partly by railroad and partly by steamboats, which troops can be moved obviates the ne- has authorized to a few of them: and it may into three classes, according to the size of cessity of embodying large masses of them be affirmed, without exageration, that the ag. the mails, the speed with which they are at any point, and the amount of force required gregate of saving, in any future war in which conveyed, and the importance of the service; for the defence of any given post would consequently be diminished in proportion to the amount of military force that will be necessary tract for conveying the mail with any such reduction in the time necessary to concen- for defence, and in the cheapness of transpor- railroad company, either with or without trate it. The whole force along the whole tation afforded by railroads and canals now advertising for such contracts, provided, that line may be rendered available for the define existence, will be equal to the cost of their for the conveyance of the mail on any rail-fence of any point in that time; while, with construction. If, then, the making of these road of the first class, he shall not pay a out such means of communication, a sepa- works has been premature or improvident in higher rate of compensation than two hunrate army would be required at each city, reference to the means of the States that dred dollars per mile per annum, or than is harbor or military post, that was to be de-undertook them, and has involved them in now obtained by law; nor for conveying fended. This may be illustrated by facts pecuniary embarrassments, the national go the mail on any railroad of the second class, within the knowledge of all. Troops may vernment should not complain of an enter a greater compensation than one hundred now be brought from New York to the city prize that has placed these incalculable ad dollars per mile per annum; nor for carryof Washington in eighteen hours, in a con- vantages in its hands; and, if it cannot re- ing the mail on any railroad of the third dition requiring little or no repose to fit them lieve, will at least sympathize in the mis class, a greater compensation than fifty dolfor immediate action; and the whole physi- fortunes which have resulted from such of lars per mile per annum. And in case the postmaster general shall not be able to conclude a contract for carrying the mail on any of such railroad routes, at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mall, and to contract, either with or without advertising, for conveying the letter mail over such route, by horse express or otherwise, at the greatest speed that can reasonably be obtained; and also to contract It has been alleged as a reason why the for carrying over such route the residue of mail should be carried lower on rail oads in the mail, in wagons or otherwise, at a slower America, that it is transported at a lower the service, on any railroad, is required to rate in England, but the fact is otherwise; a be performed in the night season, it shall be quence of no little moment flows from the great mistake having been made on this lawful for the postmaster general to pay 25 same cause: the power to defend ourselves head from the circumstance of the payment per cept in addition to the aforesaid maxion railroads in England being made per trip mum rates of allowance: and provided furper mile and in this country only per mile, so that, as many trips are made on leading two mails daily, it shall be lawful for the lines of railroad in England, and several postmaster general to pay such additional "The facilities afforded by canals and mails per day are carried on all of them, compensation as he may think just and reaestablished in this act."

stage road, over which the mail was formerly carried, between the same points; so that of them. the mail may really be very little expedited by it, and the department, on the standard run very slow and very irregularly, another portation of a mail of given bulk between adopted by it, will pay precisely in proportion of the same length very fast and with great two points, without reference to its being to the defectiveness of the road. Another company may have incurred great extra expense in improving, as much as possible, the grades of its road, in laying down the most perfect superstructure, in cutting down or tunnelling hills and bridging valleys, so as to approximate as nearly as possible to an air line, between points, and by the standard of the post office department it will find its compensation for the transportation of the that companies, other things being equal, then in proportion to the saving in time, we mail diminished precisely in the ratio of the directness of its route, and the inreased expedition procured for the mail on it.

Nor are these imaginary cases. Take for instance, the railroad which we have before referred to, between Baltimore and Philadelphia, which is ninety-nine miles long, and takes the place of a stage road of greater length; while the Baltimore and Ohio railroad, which is 179 miles between Balti- office bill seems to be confined to two cases, the department and cut down the compensamore and Cumberland, substitutes a stage road of about 130 miles: and yet, by the standard of the post office bill, a daily mail the matter, it can be of little importance to them, and of no great moment to the deon these two routes must be paid for at the the department to have more even than two partment if its offer was declined. Take, same rate per mile, although it is evident daily mails between two points, unless more again, for illustration, the two roads before that on any proper standard of distance, the than one train is run, in which case if the cited by us. The Baltimore and Philadelmail is really transported much farther in additional mail can be conveyed (as it is phia railroad, if run as it should be, say at being carried a given number of miles on where more than one daily mail is run) as the rate of at least twenty miles per hour, the Baltimore and Philadelphia, than on the freight or baggage, without the necessity of would take the mail between Baltimore and Baltimore and Onio railroad; and the gain an extra car or mail agent, it is rather ad- Philadelphia in five or five and a half hours, in time, and of course the accommodation to vantageous to a company to divide the mail, or in seven hours less than it could be in the department, on a comparison with the than to send it all by one train. As regards mail wagons, assuming the distance by the distance of stage transportation substituted night service, we can very readily see why stage road one hundred miles, and these last by a given number of miles on either rail- it should be in many cases less acceptable to to transport it at a speed of eight miles per road, is still more in favor of that between a company than day service, but we confess hour. The same saving in time only could Baltimore and Philadelphia.

standard that, in the particular case of the all cases, the value of the service to the party the same rate of speed on the railroad and Baltimore and Philadelphia road, the acci- receiving it, in other words, the accommoda- on the stage road) in consequence of the indental circumstance of a second train being tion afforded by it. If a mail equally pon-creased distance by the railroad. Is it not run on the road enables the postmaster ge- derous be transported with equal speed by right that the same advance on stage comneral to send a mail by it, and thereby to daylight as by night, the service is of equal pensation should be paid in each of these

sonable, having reference to the service per-|route. This might or might not be, and the equally paid, as if it were performed by formed, and the maximum rate of allowance cost to the company and the service rendered night, for the simple reason that, were the Now the objection to the above rules for in the event of one train daily only being stages, or mail wagons, in which night sercompensation for railroad service, in the run on the road, the whole mail had been vice would cost no more than day service, transportation of the mail, is that the com- sent by it. If, as before observed, two or and, if it did, it would be as likely to be pensation to be paid is not to be in proportion more trains are run on a road it is probably avoided by day service on a railroad, as the to the accommodation to the department, or rather an accommodation, than otherwise, to reverse. service rendered to it, but according to stan- a company to divide the amount of mail dards which form no criteria in relation to it. matter between them, and the accommoda- the standard of compensation in the post For example, a railroad may be a very cir- tion to the department, and service rendered office bill, and in favor of that suggested by cuitous one. It may be twice as long be- it, would probably be as great with only one us is, that in establishing it, the department tween the points which it connects as the daily train (if there be no other for the con- guarantees itself in the most effective manveyance of passengers) as from any number ner against extortion. Suppose, instead of

the department is much better accommo. road, or slower, or faster, or even at more or will be less inclined to run quickly when an can see at once that we have a rule which, important branch of their business, the trans- while it would admit of the department paywhether it be done at slow and economical benefit, would give compensation only in the rates of speed, or at high and costly rates, ratio of benefit, and which, while it enables and that the service of the department, if it the department to secure the speediest transis desired to be properly performed, exacts a portation by railroad, by adequate compendifferent standard.

.The only discretion allowed in the post cure it, at once in its operation restricted that of more than two daily mails and night tion on railroads, where there was no great service. But if we are right in our view of advantage to the department in employing we do not see why it should be paid higher. be effected between Baltimore and Cumber-It does not alter the erroneousness of the The proper standard of value seems to us, in land, nearly twice the distance (supposing increase the compensation per mile on that value to the department, and should be cases for the same saving of time, and does

the department are really no greater than if mail not carried by railroad, it must be by

But the strongest consideration against paying, as the postmaster general must un-Again, a railroad of given length may be der the bill, so much per mile for the transprecision. It is impossible not to see that transported on a straight or a crooked raildated in the second than the first case, and less cost. than it would be between the same ought reasonably to pay more, for it. Yet, points by stages or mail wagons, it be adoptaccording to the post office bill, both com- ed as a rule that the department will pay in all panies are to be paid the same sum for a cases, the compensation which would be redaily mail for the same distance. It is ob. quired for stage or wagon transportation, bevious that such a rule must necessarily lead tween the same points, but no advance on more or less, to bad and sluggish service; it, except where there is a saving in time, and portation of the mail, is equally well paid ing liberally where there was an equivalent sation, where it was of great moment to senot the department best guard itself against bad and reluctant service. Can there in which such lines can afford, where they are extortion by apportioning its inducements fact be a more reasonable supposition than as direct, or nearly so, in their course, as for railroad service precisely in the ratio of that railroad companies will be willing to the stage routes, by carrying the letter mail its importance to it, without reference to stan- give all possible expedition to the mail, if by express on horseback, and the newspaper dards of fair compensation which would on they are paid in proportion to the speed they mail in wagons. The day for such a system the one hand secure with certainty to the give, compared with stage transportation, has gone by. These expedients may answer department the service of railroads which and that on the contrary if they are paid a where the railroad is so indirect that not gave but little more expedition to its mails certain rate per mile, whether their roads be much time can be saved by it, or where it than parallel stage roads, and were therefore direct or indirect, or whether their trains run does not connect important points, and they comparatively unimportant to it, and would slow or fast, that even when on other consi- will enable the department to resist extortion be apt, on the other hand, to lose it the ser-derations they may be willing to run fast, in such cases. But where the service to be vice, or at any rate the best service of roads they will keep their schedules open, or in performed by a railroad is really of great which, on account of greater directness and other words require a long time to be allowed value to the department and the country, the high speed attained on them, it might be them, in order to avoid a risk of fines in the there is no plan to secure it, and to secure extremely important to command?

views-let us suppose \$200 per mile the cost of course be imposed for failures to counect. of mail transportation by wagons or post the standard proposed by us, would be as and Philadelphia the case is not quite so bad, follows, viz:

Between Baltimore and Philadelphia 100 miles of stage or wagon

Add for seven hours gain in time by railroad, at \$2,000 per hour,

Between Baltimore and Cumberland 130 miles of stage or wagon transportation, at \$200 per mile would cost

Add for seven hours gain in time, at \$2,000 per hour,

To make a practical application of our the standard of compensation, fines should equivalent for it.

and Cumberland, the department would of commodation afforded the department, would course not be justified in paying more than correct the present bad service on many imexcept in consideration of increased speed, greater control of hours, than it now has, roads. but would probably be justified in paying at increased expedition, and be attended with, least \$2,000 annually advance on stage or on the whole, no increase of expense to the Legislative report that the bill authorizing wagon transportation for every hour saved department, but rather a diminution. Noin time, on either of these routes. Now the thing can be worse than the present service distance between Philadelphia and Baltimore on many important routes. For instance, by the stage route being 100 miles, and be- between Baltimore and Philadelphia, from tween Baltimore and Cumberland 130 miles, eight to nine hours is allowed for a mail 000 in all) were distributed among seventythe prices which would be paid on these which ought to be conveyed at farthest in five towns in the state, and were held by 1094 routes for the transportation of the mail by five and a half or six. Between New York stockholders, as follows, viz: 740 stockholdbut five hours at the utmost is all that should 10; 130 from 10 to 20; 99 from 20 to 50; be required for the delivery of the mail be- 33 from 50 to 100; and 22 hold 1000 shares tween these cities. South of Petersburg, in lines, the most important in the United States, 14,000 the failures are of almost constant occurrence. We can readily conceive of this bad service when railroad companies are paid a fixed sum per mile, whether more or 26,000 of the mail, and whether the service is performed well or badly.

We beg leave respectfully to submit these \$40,000 suggestions to the new postmaster general, given by the standard we propose, but with this best service cannot be dispensed with

event of failure. In any case, and whatever its being well performed, but to pay a fair

P.S. We would respectfully request of We are satisfied that a modification of the the editor of Hunt's Merchant Magazine a coaches for a mail of the size and impor- standard of compensation for the transpor. publication of the above article by way of tance of that conveyed between Baltimore tation of the mail on railroads on the simple response to a portion of an article in the and Philadelphia, and between Philadelphia principle laid down by us, that of the ac. December number of the Magazine entitled "the post office department," in which the writer however well informed on the other points of the article, is evidently in error on this merely to have it conveyed by railroad, portant railroads, give the department a the subject of mail transportation on rail-

> Western Railroad .- It will be seen by our this company to increase its capital, and allowing it to divide its nett income, has passed the House by a unanimous vote. Mr. Russell of Boston stated in his interesting speech, that the shares of the company (20,ers, (more than half of the whole,) have 5 shares each and under; 170 hold from 5 to and over. It is thought by many that the Virginia, on the great northern and southern day is not far distant, when the shares of this road will take rank with those of the Fitchburg, the Lowell, and the Worcester. -Courier.

Tennessee and Coosa Railroad. - As the action of the last Alabama Legislature upon the appropriation of the 2 per cent. fund has less time is required by them for the carriage been very generally noticed in the public prints of this State, I deem it proper to correct an error into which all seem to have fallen in regard to the amount of the fund. There is now upon special deposit in the Bank of the State of Alabama about \$220,-It will be seen on comparing these results satisfied as we are that a great improvement 000, and it is supposed that the balance yet with the contract prices of the department, may be made by the department in its mail in the Land offices, and also that which will that the whole amount which would be paid transportation, by railroad, and without any accrue from future sales of land, will increase the fund to \$240,000. This will give to each of the Railroads, the Tennessee and tual contracts—the price paid on the Phila- It will be found, we have no doubt, that on Coosa, and Montgomery and West Point, delphia and Baltimore route being \$3,400 the principle suggested by us, and on this \$120,000, instead of \$60,000, as I observe less, and that on the Baltimore and Cum- principle only, it can command the best ser- has been generally stated. Both of these berland road \$3,225 more than would be vice of important and essential railroads, and works bear an important relation to the internal improvement system of Georgia, and this great difference in favor of the standard without great prejudice both to the depart- though burthened with ungenerous restricwe suggest, that in all cases good and wil- ment and the public. It is in vain to at- tions, will go very far towards ensuring their ling service would be rendered, instead of tempt to substitute the accommodation construction.—Chronicle and Sentinel.

on both routes varies \$175 only from the ac- increase of the aggregate cost of this item.

transportation, at \$200 per mile, would cost \$20,000

\$34,000

14,000

Railroad to Worcester.—The incredulity time ago from a report of the Société Indus-which beset many, when this subject was trielle de Mulhousen, giving an account of first mentioned, has been rapidly disappear. the different improvements made by Mr. ing, and very many of those who scouted at Meyer in the first of his locomotives. Subthe idea when it was first brought forward sequently, we (Industriel Alsacien) publishin our columns, begin to feel the faith which ed a table of the consumption of fuel by the presages success. The advantages of such engines on the Paris and Versailles railway, a route, its feasibility and the interest which (left bank,) very favorable also to another capitalists abroad are beginning to feel in it, engine on the same system from the estabare beginning to open all eyes to the fair pros-lishment of Messrs Meyer and Co. At the

ined the matter, seem so apparent.

A petition has been or will soon be presented to the legislature for a charter. It is done at the present session that the matter may be hastened by orders of notice and other necessary steps. During the coming summer the surveys can be made, and looking through the successive steps, we hope to be able ere long to chronicle the proceedings, when the road shall open to this place. -Barre Gazette.

Monongahela Improvement .- The advantages of the route of travel and the transportation of goods between the east and west, by way of the Monongahela Improve-those of Mulhousen."-Mining Journal. ment, are daily becoming more apparent. We learn from a statement in the Pittsburgh Gazette that the quantity of freight shipped from Brownsville to Pittsburgh from Janua-batement in the fevered and questionable burgh to Brownsville during the same period was 1,498,252 lbs. The through passengers for the same period were 1403, and the way passengers 1304. The great bulk of this travel was within the three weeks. Exchange but a few days since, and which of this travel was within the three weeks Exchange but a few days since, and which ending on the 8th instant; and one half of threatened the interest of our commerce and ending on the 8th instant; and one half of threatened the interest of our commerce and the whole transportation business on the work during the time mentioned, excepting in coal and one or two other items, was done a reaction, and a consequent panic, from William Parker, Boston, Mass.; George W. Schuyin coal and one or two other items, was done a reaction, and a consequent panic, from after the 15th of February, at which time which we feel perfectly convinced she would it is said to have fairly commenced. The increase after the 15th of February was surprising, "and we venture the assertion," seldom, we are confident, has a more fearful cipal railroads in the country, effectually prevents asys the editor of the Pittsburgh Gazette, "was never surpassed, in ratio, in the histohope that some steps, bold, energetic, and their trains from running off the track at a switch, left wrong by accident or design. It acts independently of the main track rails, being laid down, or removed, without cutting or displacing adds) is true, especially of the travel, and the demands, will be taken to prevent the recur-

request of a committee of distinguished civil Since matters have taken the decided turn engineers of Paris, this engine was also emin favor of the extension of the Fitchburg ployed on the Paris and Orleans railway; Railroad to Keene rather than to Brattlebo. and, after many months of experiment, it ro', it is beginning to be seen that the best was always found to occupy the first place, route after all from Boston to the latter in spite of the presence of a good number place is by way of Worcester and through of locomotives by the celebrated Stephenson, this place. The ranges of hills and the many of which had been constructed after course of streams on the map make the the engine of Meyer and Co. Notwithstandroad "stand out" as most feasible. We ing this formidable opposition, the Paris and hope to be enabled hereafter to point out the Orleans railway company selected Meyer's advantages which, to those who have exam. engines, which have since so admirably worked, and the system has been found so superior to the others, that the said company have just given Messrs. Meyer and Co. an extensive order; but it is not only in France that these locomotives are appreciated to their fullest extent. We had occasion to speak of the orders successively obtained by the house of Meyer and Co. from the governments of Bavaria and the grand dutchy vered in the United States. of Baden. We hear now that the Austrian government has given its preference to this ja45 house, over the English builders, who offered even to supply their engines at lower prices. "These facts have more weight than mere words, and we name them here to the honor of the French builders, and especially to

Progress of Railways.-The manifest abusiness of the week ending on Saturday evening will show a very large aggregate over any previous week."—Baltimore American.

Baltimore American.

Baltimor weeks since, disgrace lour market, has, in seen at Messrs. Davenport and Bridges, Cambridges the Industriel Alsacien, that the locomotive sults of the last week are on the whole un. New York. engines on Meyer's principle are getting into very general favor. Our readers will retraffic receipts for the first eight weeks of
cellect the extract that the first eight weeks of
tentee.

Plans, Specifications, and all information obtained
on application to the Subscriber, wenter, and Patraffic receipts for the first eight weeks of
tentee.

G. A. NICOLLS, collect the extract, that we published some this year, as compared with the correspondiate

ing period of last year, is 100,622l.,	for the
undermentioned twenty-five railways	:
Birmingham and Gloucester	£2677
Chester and Birkenhead	514
Eastern Counties	2173
Edinburgh and Glasgow	1984
Glasgow and Greenock	161
Glasgow, Paisley, and Ayra	1597
Grand Junction	5164
Great North of England	1932
Great Western	16117
Liverpool and Manchester	3245
London and Birmingham	5411
London and Brighton	2618
London and South-Western	2315
London and Croydon	1214
Manchester and Birmingham	3413
Manchester, Bolton, and Bury	636
Manchester and Leeds	5943
Midland Company	10314
Newcastle and Carlisle	1633
North Union	2889
Present and Wyre	899
South Eastern and Dover	15143
Sheffield and Manchester	1126
Ulster	124
York and Midland	1070

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the

DAVIS, BROOKS & CO., 21 Broad st., N. York.

VAIL, PROPRIETOR OF THE SPEED-. well Iron Works, near Morristown, N. J., can supply at short notice railroad companies and others

with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, a large quantity in the straight bar is kept constantly on hand. Crank

Baldwin, Vail & Hufty, Philadelphia; Wm. Nor-

Reading, Pa.

Beam

Tieam

Section

KITE'S PATENT SAFETY BEAM.

Safety

Safety

FLAN

ELEVATION

ESSRS. EDITORS. As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the presage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and sericually injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent. JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. JACKSON, Esq., Secretary. Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President
J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY		SUND	AY.
Courtland street,	A. M.	P. M.	A. M.	P. M.
" Elizabethtown " Rahway	9, 11, 12 9, 11 9, 11	2, 3, 4 3-4, 6 3. 4 3-4. 6		
Leave New Brunswick Rahway Elizabethtown	6, 71-2, 11 1-2	8 3-4	11 1-2	8 1-2

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to neet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

-	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
· · ·	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York Newark Elizabethtown Rahway	9 1-4	25 31 1-4	5 1-2	12 1-2	5 1-2	12 1-2	10 1-2	25 12 1-2	22 1-2 16 3-4	50 50
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2	11 3-4	37 1-2

W. CASEY, CIVIL ENGINEER NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Mc. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES. Boston, Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, ""
Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad. ja45

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranttry, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N.Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being exter-sive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

of an descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York. OATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes arc kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal from merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

TRAINS LEAVE	FOR	BY RAILROAL	DAYS.	A. M.	P. M.	· MILES.	FAI
Boston	Portland	Eastern,	Daily,	71	24	106	\$3 0
"	Portsmouth	66		71,	21, 41,	54	2 0
46	Newburyport			. 7.,	21, 41,	35	1 2
"	Salem			$174, 9, 114, \dots$	21, 31, 41, 6,	14	5
"	Portland			71,	21,	109	3 0
ortland	Boston Lowell			7½,	3, 2, 5,	109 26	3 0
owell	Boston.			71, 11,		26	-
oston	Concord		"		31	76	20
oncord	Boston.				31	76	20
oston	Nashua		"	7, 11,		41	
Tashua	Boston			61,	14, 5,	41	
oston	Worcester			7, 9,		44	: 1 2
Vorcester	Boston.					. 44	1 2
	337		Sundays,	7,		****	1
oston	Worcester New York via Norwich		•• •••••				
oston	" L. Island railroad		Mon., Wed. & Fri. Tues., Thur. & Sat.	7	4,		
"	" New Haven	" "	Daily,	9,	21		
"	Albany	Western,		9	21	200	6 0
lbany	Boston	46	"	81,	14,	200	6 0
pringfield	Boston and Albany		"	7,	3,	••••	
oston	New York via New Haven				21,		
harlestown	West Acton	Fitchburg,	"			••••	
est Acton	Charlestown		The Thur & Cat	71, 101,		••••	•••
oston	New York, via Sound steamboat			8	4,	••••	• • •
"	Providence			8,	31	41	1 5
ovidence	Boston			8,	31	41	1 5
aunton	66			81,	31		
ew Bedford	Boston			71,	21		
oston	Dedham			9,			
edham	Boston		"	74, 104,	41,		٠
ew York	Greenport		"	71,		95	2 2
rooklyn	Hicksville & intermediate places			91,		26	5
. "	Greenport . " . "		Tues., Thur. & Sat.,	94,		95	2 2
	Hicksville, (Saturd'y to Suffolk)					26 95	2 2
reenport	Brooklyn, (Boston train) (accommodation do.).		Mon., Wed. & Fri.,			95	2 2
ick sville	" & intermediate places.			7,	11	26	5
ew York	Albany & Boston via N. Haven		Dany,		**,		5 0
"	Middletown	New York and Erie,	"			53	
liddletown	New York	"	"		31,	53	
hiladelphia	Pottsville	Reading,	"	9,		94	3 5
ottsville	Philadelphia			9,		94	3 5
	Newark	N. J. railroad and trans. c			2, 3, 41, 6, 71, .	91	2
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W IOIK		connect with Somerville Ra			2, 31, 41, 6,	141	3
lizabethtown	New York.		Dany,	7, 71, 81, 101, 12,		14	3
ew York	Rahway).,	9, 11,		191	3
ahway		66 66		61, 7, 81, 12,	41, 91,	19‡	3
ew York	New Brunswick	" "		9,	3, 41,	311	5
ew Brunswick	New York	" "		6, 74, 113,	84,	311	5
"			Sundays,	111,	81,	311	5
	New Brunswick		D. 11-	9,	11,	311	3 0
hiladelphia		Camden and Amboy,	Daily,			91 91	3 0
ew York hiladelphia	Philadelphia	Philadelphia and Trenton		5½, 9,		30	3 0
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ashington	Baltimore			6,		41	2 5
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	I Toucitch					,	•••
umberland	Baltimore	" "		8,			• • •
lartinsburg	46	" "	"	104,			•••
arper's Ferry.	66	" "	"		121,		
rederick	"	"					
	"			8,			
licott's Mills.		" "	Daily,	71, 12,	41,		• • • •
chmond	Petersburg		3, "	101,			
tersburg	Richmond	" " " " " " " " " " " " " " " " " " "				••••	
bany	Schenectady	Mohawk and Hudson,	"		51,		
henectady	Albany	" "		9,	3 1 ,	1	• • •
lbany	Saratoga			71	101 5		J
roy	Albany Saratoga	Troy and Saratoga,		7,			
aratoga	Troy	Troy and Saratoga,		71			
uburn	Rochester	Auburn and Rochester,	"	1001			
	Auburn	" " "		8,			
ochester	Buffalo	Rochester and Buffalo,	"	4 '			
ochester							
"	Rochester	"					
uffalo	Rochester	Buffalo and Falls,	"	9,		,	
ochesteruffaloallsuffalo	Rochester		"	9,			••••

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 151

THURSDAY, APRIL 10, 1843

[WHOLE No. 458. Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all and Managers are respectfully invipersons in any way interested in these undertakings. Hence it offers peculiar advantages for advantages. ARRESTER, recently patented by Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, last year on both passenger and freight last ing contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING. One page per annum. \$125 00 One column 50 00 One square 15 00

Company.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stock-

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad. Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

FRENCH AND BAIRDS PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Director

engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on

A GOOD SECOND HAND LOCOMOTIVE TO RAILROAD COMPANIES AND MANEngine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete, made by bers have for sale Am. and English bur iron of all Baldwin, for sale by A. & G. RALSTON & CO.

Mar. 20, 1m. 4 South Front St., Philadelphia. Juniata rods; car axles, made of double refined iron, sheet and boiler iron, cut to pattern; tiers for locoSPRING STEEL FOR LOCOMOTIVES, motive engines, and other railroad carriage wheels, in manufacturing Spring Steel from 14 to 6 inches the latter a very superior article. The tires are in width, and of any thickness required: large quan-made by Messis. Baldwin & Whitney, locomotive tities are yearly furnished for railroad purposes and eagine manufacturers of this city. Orders address wherever used, its quality has been approved of, sed to them, or to us, will be promptly executed. The establishment being large, can execute orders.

JOAN F. WINSLOW, Agen', 1543

N. E. cor. 12th and Market sts., Philade, Pa.



RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON

Mar. 20ti

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds con-nected with Steamboats, Railroads, etc.; Mill Gearnected with Steamboats, Ranfoads, etc.; Ann Georgian of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

W. Mc. C. CUSHMAN, Civil Engineer, Albany, N. Y.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H.

Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

RON AND LOCOMOTIVE elto order and constantly on hand A. & G. RALSTON 4 South Front St., Philadelphia. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. The MANUFACTURING against accidents from insecure joints, etc. The MANUFACTURING against accidents from insecure joints, etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. The Subscriber having made important improvements in the construction of rails, mode of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthrocentry, and the construction of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Company according to Mr. Crane's principle.

A. & G. RALSTON & CO., The Company of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., No. 4 South Front st. Philadelphia. Factor of the patient of the patient of the patient of the patient of Iron according to Mr. Crane's principle. portunity of improving their roads on terms very ad-

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

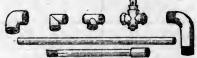
No. 4 Sout Fronth st., Philadelphia, Fa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Slop Cocks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Dabates. apply to Archioald Membyle, Abeally, to Archioal Mebertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 leet long, 9 it diameter, with all the gearing, shafts,

drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn over. corn oven

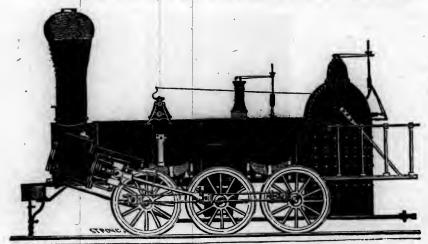
Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

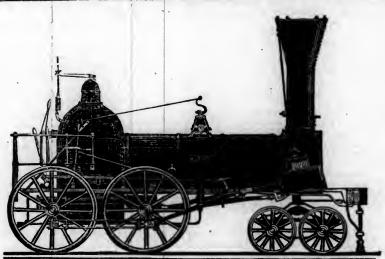
Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

NORRIS' LOCOMOTIVE WORKS BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

15 inches Diameter of Cylinder, × 20 inches Stroke. Class 44 14 66 66 \times 24 × 20 66 3, 61 66 66 66 144 44 42 44 44 \times 20 " " 4, 124 \times 20 114 6: 11 66 \times 18

Tith Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels, represented the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Philadelphya. With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

REPORT OF THE LONG ISLAND RAIL ROAD COMPANY

The Long Island Railroad Company make the following report for the year ending January 1, 1845; Length of road, including Brooklyn and Jamaica Railroad, of 11 miles on lease to L. I. Railroad Company, 96 miles; length of branches, 21 miles. \$1,610,221 00 Cost of construction.

153,455 83

143,300 99

79,286 11

Income from passengers, \$143,300 99; from freight, \$10,154 84. Number of through passengers and vay passengers together, about 130,00. Receipts from through and way pas-

1,704,681 47

No dividend yet declared.

Number of locomotives, 11; passenger cars, 22; freight cars, 63; mail cars, 2; baggage cars, 8; machine shops, 2; horses, 12.

Average number of men in employment, 100. Number of miles run by passenger trains, 89,856; freight trains, 28,404.

REPORT OF THE NEW-YORK AND HARLEM RAILROAD COMPANY.

The entire length of the New York and Harlem Railroad, is about 27 miles; a portion or eight miles of the same is double track, and three-fourths of it is of the same is double track, and three-fourths of it is of the best H rail, and extends from the City Hall of New York, to the village of White Plains in West-chester County.

Cost of constructing the road between the City Hall and south side of Harlem river, eight miles, insoluding the right of way per mile. \$104.375.00 or at the line of Massachusetts, and with those of the

cluding the right of way per mile . \$104,375 00

Cost of constructing that part of the road from south side of Harlem river to Williams Bridge, six miles, including the right of way, per mile

Cost of constructing that part of the road
from Williams Bridge to the village of
White Plains, about thirteen miles, 38,475 001 per mile 10,692 00 For a portion of the road graded under 1,384 61

former contract, and not used by the present line of road, per mile Expense for repairing and running the road for 1844 Number of passengers through, number of way passengers, receipts from through passengers, receipts from way passengers, no account kept. Total income from passengers for all

points of the road . 138,190 04 Total income from freight 2,494 86

Average number of men daily employed by the com-

pany, 150. Number of miles run by passenger trains for year 1842, 123,6.6.

Number of miles run by freight trains, no account kept; nlways run with the passenger trains, and included in the same.

REPORT OF THE HUDSON AND BERKSHIRE RAILROAD COMPANY.

Number of miles partly owned by said company in Massachusetts, about 3. Original cost of construction of whole distance, including outfit, as reported in 1841 . \$574,685 00 Paid towards construction in 1814 928 00 Expenses for repairs and running the 21,000 00 road for 1844 Number of through passengers, 3,035.
Do. way do. 14,367. Receipts from through passengers . . 3,035 00 6,053 00 9,088 00 do. way Total income from do. Income from freight and other sources . 25,941 00 Dividends . Average number of men employed by company

• For the past year, and during the construction of the work, these statements have not been made with a precision that would justify an amount being returned as exact.

D0.	passenger cars			
Do.	freight			
Do.	machine shops			
Do.	horses			

Number of miles run by passenger trains. +34,180 REPORT OF THE ALBANY AND WEST STOCK BRIDGE RAILROAD COMPANY.

The length of the road in operation under the lease to the Western Railroad corporation, as per their last report, is 384 miles.

The cost of construction to Dec. 31, \$1,768,687 95 1844, . The road having been run in connection with said Western Railroad, forming a continuous line between Greenbush and Worcester, no separate account has been kept of the number of through and

ticable to give them in season for this report.

The expenses of road repairs in IS44, paid by lessees, and including repairs of ferry boat and docks, were \$15,431 68.

way passengers on this road, and it is found imprac-

No locomotives or cars of any kind are owned by the company, and they have employed no men or horses.

They have one machine shop at East Alban

or at the line of Massachusetts, and with those of the

Housatonic Railroad at the latter place.

The sinking fund set apart by the lessees, for the payment of the bonds of the city of Albany, was, in the hands of the trustees, Dec. 31, 1843, \$127,552 52

One per cent. on the loan paid annually by lessees, per

10,000 00 contract 18,348 77

Amount in hands of trustees, \$135,901 29 Dec. 31, 1844 .

Interest due and not paid . . \$1,673 00 Interest accrued and not payable \$2,182 88 3,857 88

Value of fund Dec. 31, 1844 . . . \$149,759 17

REPORT OF THE RENSSELAER AND SARATOGA RAILROAD COMPANY.

.The Rensselaer and Saratoga railroad, extending from the city of Troy to Ballston Spa, is 25 miles long. Cost of construction af said road . \$475,801 10

The receipts of the road from January 1, 1844, to December 31st, 1844, both days included, are: from passengers, on 19,871 through, are \$16,899 50; from passengers, on 18,698 way, \$6,739 11; from freight, \$6,903 13; from bridge tolls, \$8,959 85; from all other sources, \$2,430 05

The expenditures of the same period

41,931 64

are: for repairing and running the road, \$29,530 89; for dividends, \$10 500 10,030 89 00 The number of locomotive engines is 2; passen ger cars, 15; freight cars, 20; machine shops The average number of men in the employ of the mpany, is 29.

company, is 29. The number of miles run by passenger trains, is 20,090. The freight is run in same train with passengers. The number of miles run by horse power between Troy, Waterford, and the borough, is 8500.

GREAT NORTH OF ENGLAND RAILWAY, SEMI-ANNUAL REPORT.

We find in the supplement to the Rallway Times, of 22d February, a report from the directors to the proprietors-from which we

N. B.—This is the whole distance run by all the trains, the freight and passengers always running in connecti

4 make the following extracts. It will be seen in this, as in every other railway report, published this year, that there has been a large increase of business upon this road, which is only 45 miles in length; it is however connected with other roads, in a very favorable manner, which gives it a large amount of business, and enables it to make good dividends-say six per cent. Its stock is quoted in Herepath's share list, at £182, to £168, per share for 100 paid.

By their report it will be seen that the di. rectors are making vigorous efforts for the construction of several branches, which will add still more to their business and profits. This is the true plan to make railway stocks valuable.

It appears that the attempt to furnish the locomotive power, carriages and wagons for the Newcastle and Darlington junction company, has not been successful.

This company, as well as many others, has been at 'low water' mark, and had to pay 5 pr. ct. for money, whereas now they can get any amount required to renew their old honds as they fall due, at 31 per cent.-making a difference of nearly £5,000 in their interest account, or 1 per cent. on their capital.

Some of the shareholders appear to favor a plan proposed for leasing the road in perpetuity, at a stipulated annual income of 10 per cent. - after the fashion of our friends of the "Brooklyn and Jamaica" railroad company-which would make their stock worth 250, instead of 188 for 100 paid in, as it now sells; while others, and it would appear a large majority, disapprove, as they very justly contend that it will eventually, when other important works and branches are completed, be worth much more than £250 per share.

GREAT NORTH OF ENGLAND RAILWAY COM-PANY-GENERAL MEETING.

The half-yearly meeting of this company was held at the offices in Darlington, and by adjournment at the Sun Inn, on Tuesday, the 11th inst. The attendance of shareholders was unusally numerous, so much so, indeed, as to render an adjournment to a larger room necessary. It had been pretty generally rumoured that some proposition would be submitted to the meeting for leasing the line; and this, no doubt, gave rise to the more than ordinary bustle which was observable. The attendance from Thirsk, York, &c., was large (shareholders being conveyed gratuitously on these occasions); but the protracted nature of the business prevented our being able to procure a list.

The company's seal having been affixed to the register of shareholders,

Major Parker, (the secretary) read the following report:

From the annexed statement of accounts,

receipts for the half-year, ending December 000 tons of iron rails, at 7l. 15s. per ton, 31, 1844, amount to 54,048l. 6s. which, a price considerably below that at which compared with the corresponding half-year, they could now be bought. shows an increase of 15,481l. 7s. 8d. of which the passenger traffic has given 8,0511. the Stockton and Darlington railway com-6s., the merchandise, 1,167l. 6s. 10d., the pany, proposed to enter into a joint guaranmails, 983l. 0s. 11d., and the coals 2,829l tee of 5 per cent. on the capital required 14s. 4d., &c. &c.

amounts to 31,784l. 6s. 9J., out of which favourite sca bathing place of Redcar. the directors recommend that a dividend be amount of capital required is 36,000l., and declared, at the rate of 6 per cent. per an. the terms of the guarantee are for 21 years num-[that is, for the half-year, 31. on and should the profit exceed 5 per cent. every 1001. share, and 10s. on every 401. after defraying the working expenses, one share,] clear of Income Tax, and be made half of such excess is to be appropriated to payable on the 4th of March. This will the shareholders of the Redcar railway comamount to 23,820l. leaving a reserve fund pany, and the remainder is to be divided be of 7,964l. 6s. 8d.

view in leasing their coal dues for three geous to the Great North of England compa years, (of which the first year expired on ny. by the increased number of passengers the 30th November last) namely, to promote the permanent extension of that trade, seems of their line. likely to be fully realised; the number of tons of coal and coke carried up the line during the half-year being 82,469, against and are eligible for re-election. 41,097 tons in the corresponding period of the year before, and with every prospect of a still further increase.

The proprietors are already aware that the Great North of England directors entered into an arrangement with the Newcastle and Darlington junction company to work the line of the latter company, the Great North of England company finding the proprietors that, independently of the proslocomotive power, carriages, waggons, &c. It was soon discovered that such an arrangement could not be continued, without endangering the harmony that should subsist between railway companies so intimately connected. Your directors, therefore, from a wish to promote the most cordial feeling other railway in the kingdom, provided in between the two companies, on the Newcastle and Darlington company intimating their desire to withdraw from that arrangement, offered no impediment to their carrying out their wishes your directors requiring only to be reimbursed the amount actually expended by them on their coal engines, to adapt them for passenger traffic.

Since the 1st of January of the present year, the Newcastle and Darlington company have supplied their own locomotive power.

The shareholders will be glad to learn, that, in conformity with the power granted to the directors at the last general and at subsequent special general meetings, the necessary surveys of the proposed branch lines to Harrowgate, Knaresborough, Ripon, and Boroughbridge, as well as to Richmond, have been made, and all the necessary steps taken, in compliance with the standing orders of both Houses of Parliament. The lines are not of an expensive character, and from the great accommodation they offer to the public, as well as from their being legitimate branches of an existing railway, the directors confidently anticipate a favourable report from the Board of Trade. Acting on Repairs of way this impression, the directors have thought Ditto fences

the shareholders will perceive that the gross it advisable to enter into a contract for 5,

Your directors have, in connection with for the construction of about 8 miles of rail-The balance, after defraying the expenses, way, from the Middlesborough to the tween the guaranteeing companies. This The object which the directors had in small extension cannot fail to be advantait will cause to travel on the whole length

Mr. J. C. Backhouse and Mr. Thomas Smith retire from the Board by rotation

In conclusion, the directors congratulate their brother shareholders on the prosperous state of their affairs at the present moment and they would beg to call their attention to the peculiar position of the Great North of England railway, with reference to the various schemes about to be brought before Parliament for the extension of railways to the north and south of it, and to remind pect of increased receipts from the developement of their own traffic, such extension o railway communication, in connection with the Great North of England railway, cannot fail, in a few years, to render the shares of this company as valuable as those of any retains its present independent position, receiving the traffic that may flow into i from all quarters, giving to every company that may be connected with it the greates possible facilities, and acting towards al with the greatest impartiality.

Revenue Account for the Half-Year end

ing 31s	t De	eceml	er,	184	4.	
	IN	COME				
Balance of income	and e	xpend	liture	ac-	0	10
count, to 30th Jur	ie, 10	344.	•		£15,957	
Less dividend .	•-	•	• `	•	10,871	5 (
Reserve fund .					£5,086	14
Less income tax		•	•	•		19
					£4,537	14 8
Passenger traffic				•	33,048	3 1
Merchandise ditto					33,048 7,837	3 (
Coal ditto .					8 972	14 1
Gross receipts of N	ew c	astle	and I	ar-	n	
lington junction c	omp	iny 5	.460	19	4	
Deduct expenses		3	.460	19		
					2,114	17 8
Couveyance of mail	3					600
Rents	•				629	960
				ľ	58,586	0.8
EX	PEN	DIT	RE-			
Engineering Den	net m	ent_				

3,121 17 10

17	AL.			
-	Ditto roads and bridges	206	1	4
,		3,465	5	G
	Locomotive department— Coals and coke Repairs of engines, salaries, wages of	2,291	17	8
	enginemen, firemen, and cleaners, oil, pumping water, &c.	4,312	10	0
d		6,611	7	8
e	Deduct expenses on account of New- castle and Darlington junction rail-	0,011	•	O
e	way company as per the other side .	3,460		
;	Coaching Department— Station clerks, guards, police, porters,	0,100	178	*
,	gas &c	1,523		
0	Merchandise department	381		0
-	Depot agents, fillers salaries, &c Compensation	678 181	10	8
S	Carriage Department-Repairs of car-			
-	riages and waggons Store Department—Expenses of Man-	1,056	10	2
1-	agement	38	-	1
S	Direction	. 300	U	0
h	Secretary and Superintendent, clerks,	416	9	2
s	Travelling charges, audit, &c Stamps and advertisements		11	-
,	Rates and taxes—including insurance			
,	Government duty	1,378	2	0
e	Internet including 19 102/ 15 Ed name	13,720	14	9
S	Irterest-including 12,193l. 15.5d. payable 15th January, 1845.	13,080	19	3
t,	Ballnce	31,784	6	8
n h	Total	£58,586	0	8
e				
e	General Statement of Receipts	and	n:	
o d	bursements for the Half-year	ending	D	e.
u j.	cember 31, 1844.		_	_
	RECEIPTS.			
f	Capital Stock account, viz., 6,690 shares, at 100l. per share	69,000	0	0
h	Less arrears still due	30	ŏ	0
•		68,970	0	0
S	To Capital Stock Accounts, viz.—			
t		37,500 01,017	0	0
-		<u> </u>		_
t	Total £1,3	07,487	7	7
y	Construction account to June 30,	B roke		
it II	1844	62 518		
11	Law charges Contracts, including balance of	214	5	11
	bridges at Darlington	3,098		5
	Land—for paid T. Cookson, Esq. Compensation	7,000	0	0
				-
4	Carriages, horse-boxes, waggons,	7,175	0	0
0	&c.	7,264	7	11
4		17,752	10	3
8	Less received on account of materials	194		4
8		37,557		
1		17,411		7
C			_	-

£1,307,487 7 7 We desire to give our readers—and we wish we could reach every reading man in the Union-an idea of the spirit with which these meetings are conducted, and the estimate put upon railway property in England, and therefore give pretty full extracts from that part of the debate in relation to leasing the road—commencing with 4 the closing remarks of the chairman of the board of directors, Mr. G. H. Wilkinson, the Great North of England railway is con-clerks are now paid, and that said superin-

"I need hardly tell you that reports have gone abroad, certainly unfounded, of negociations being on foot for leasing this line to another company. There is no founda-tion for such reports; nor do the directors of this company contemplate any such proceeding. If they had, they would not have used the language in which you find that report couched. I may caution you, however, as to this matter of leasing our line. Of course it refers to a particular Company, who are extending in various directions their influence, and who may possibly hope to lay their hands upon this line also." would remind you that the interests of that in themselves. Their interests to the north of this line are undoubtedly identical with those of the Great North of England company; because the Great North of England railway, and the railways north of it, all form a portion of that great trunk railway which will connect the metropolis with the whole of Scotland; whereas, south of York, the interests of the party in question are totally distinct. Their interests are, not to circuitous direction. As soon as Churnet Valley line is made, by which 23 miles will be saved between the metropolis and Manthe rival lines on the western side of the kingdom and on the eastern, with which your railway is connected. And unless one the thanks of the millions. of the direct lines from London to York be made-I am not going to enter upon the polemics of the competing lines, by which there will be a saving of somewhere about forty miles between London and Yorkdonian line, will have decidedly the whipour line is fortunately so placed that under propriations, to wit:
no circumstances can it be otherwise than To said S. F. B. Morse, superinprofitable-for take away the line to Scotland, and still our line will be remunerative To said Alfred Vail, assistant, -yet in order to enjoy the full scope of our position and of our prosperity, we must have our line an integral part of the great line of communication between England

merous branches, which are of sufficient quired by the act of 1825, section 2 importance for any one board of directors It is further directed that the offices of to have under their control. The directors the said superintendent and assistants be ing it is, that it would be placing the under- o'clock, P. M. each day, Sundays exceptedparticular company are antagonist interests taking in the hands of those who could not For the transmission of each despatch would conduct it, (Applause, *

the capital account.

(To be continued in our next.)

MAGNETIC TELEGRAPH.

We are gratified to learn, as we do from carry the line by this, the most direct, line the following official statement, that the delivery, who shall be entitled to receive the of communication between the metropolis Postmaster General has taken the Magnetic and Scotland, but to carry it in another and Telegraph into the public employ. This is soon as these are effected, there will be still make the necessary arrangements for carryless comparison, in point of distance, between ing into successful operation the cheap postage law, and he will be sure to receive

Official.

POST OFFICE DEPARTMENT, March 29, 1845.

The appropriation of \$8,000 to meet the expenses of the Magnetic Telegraph between unless that be the case, the western side of Washington and Baltimore, being placed the island, by Churnet Valley and the Cale- under the charge of the Postmaster General; and it appearing that, under a previous aphand of you, and we shall no longer have propriation embracing the same object, which that which the full development of our pro- was made for the purpose of testing the perty requires, namely,-a thoroughly di-practicability and utility of said telegraph, rect line of communication between London the Secretary of the Treasury, under the and Scotland. It fortunately happens, gen-authority conferred by act of Congress, had tlemen, that our interests are identical, in appointed S. F. B. Morse superintendent, at this matter, with that which is the honest a salary of \$2,000 a year, and two assistpolicy, and the best policy, for the public, ants, Messrs. Alfred Vail and Henry J. Roin connection with carrying forward a direct line between the metropolis and Scotinspectors of wires, at a further allowance land; and I trust you will never lose sight of at least \$3,000 a year: Ordered, That of this great advantage, because, although said amounts be disbursed out of said ap-

\$1,000 tendent, at the rate of, pr year, 1,400 Do. H. J. Rogers, do.

Do. Two keepers of laboratory and inspectors of wires, at \$300 each,

the leasing of the line. In the first place, by the chief clerk of the department, as the come before it.

nected, or will become connected, with nu-tendent and assistants take the oath re-

of such a line should be locally resident- kept in the post offices at Washington and should know all the agents connected with Baltimore; and that the magnetic line be its working. We have seen enough of re-extended from the depot in Baltimore to the mote and distant direction to know that it post office as early as practicable; and that is most incompetent; and to know also that it be used at its present location until that it is a point of the greatest importance to is effected; that the offices in Washington have a local and personal supervision, in and Baltimore be kept open for the receporder to reap the whole benefit derivable tion and transmission of despatches from from a railway, and to have it under proper eight o'clock in the morning until ten control and management. But the great o'clock, A. M.; from one P. M. until three and main consideration with respect to leas- o'clock, P. M.; and from five till seven

in the nature of things have your true in there shall be paid, in advance, at the ofterests at heart in the mode in which they fice from which it is sent, by the applicant, one quarter of one cent for each telegraph-Mr. Allhusen (as we understood him) ic character. Upon the reception of a made some inquiry respecting the closing of despatch at either office, it shall be the duty of the officers to have the same translated in a fair handwriting, carefully enveloped and sealed, and the magnetic characters immediately destroyed, and to place the despatch in the hands of the penny-post for same compensation therefor as for the delivery of letters transmitted now by mail.

It is further ordered that the said superas it should be. Now let him adopt a liberal intendent and assistants in no case commupolicy with the railroad companies-paying nicate to, or permit to be seen by, any perchester, and as soon as the Caledonian line them well, and requiring many of them to son, the contents of any despatch, except is made, which I have no doubt it will be,—as increase their speed; and at the same time the individual or individuals to whom it may be addressed.

It is further ordered that the expenses attending the extension of the telegraphic line to the post-office in Baltimore, as well as all other contingent and incidental expenses, be paid, upon a statement of the expenses, and a certificate of the correctness thereof, by the superintendent, upon the order of the Postmaster General.

It is further ordered that the superintendent keep an accurate account of the income, as well as the expenditures, and report the same, at the end of each fiscal quarter, to the Postmaster General, to be applied to the payment of the expenses of the establishment, or so much as may be necessary; and that the superintendent pay the same, under the rules and regulations now applicable to payments by postmasters.

In consideration of the facilities allowed by the railroad company to the superintendent and his assistants in attending to the business of the telegraph, it is further ordered that the free use of the telegraph be conceded to said company for the transmission of communications relating to the business of their road. C. Johnson,

Postmaster General.

Canal Board and Canal Tolls. - The Canal 1,000 Board have resolved not to make any change in the rates of tolls as established for 1844, until the 1st July next, on which day the 600 board is to meet to revise and adjust the and Scotland. (Applause.) There are other matters which induce us to deprecate monthly, from the time of their qualification, transaction of such other business as may And that the salaries be paid the officers rates of tolls on the Canals, and for the

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STATE WORKS.	Length in miles.	Cost.	Income.	Expend.	Income.	14. Expend.	The S	tate Canals are ail 4 feet wide, and 80 to	leet deep, and the	e ideks
Black river canal	35	1,524,96					The	six millions maid	to the canal fi	mid fr
Cayuga and Seneca	21	237,000	16,557	10,953	24,61	14,443	auction	and salt duties	are not includ	ic lin
Champlain canal	64	1.251,60	1 102,308		116,739		estimat	e of cost: The	senciee villey	rand :
Chemung	23			14,486	14,38	12,710	Black 1	river canals requi	rd rge sinns	s for th
Chenango	97	2,420,000	16,195	15,967	22,17	15,960	comple	tion, the interest of	which a 'c'i.	onal s
Crooked lake	8	156,77	461	3,674		3.951	is much	b greater than the	estimated gras	s inco
Erie-enlargement of	363	12,648,859	21,880,316				of these	e canals when fir	ished. The	sums
Genessee valley	120						quired	to complete these	two canals are	22.00
52 miles opened, cost \$1,500,000			12,292	13,819	19,64	15.557	000 an	i \$600 999 makir	or their tels le	out wh
Oneida lake	6	59,09	225		62	1,636	finished	\$5 553 909 and \$	-2439 300 cm	evnen
Oswego	38			22,742		28,599	ture inc	curred on estimate	of incomes (ud	mitted
Beaver division canal	25	1				5.386	he liber	al) of \$39,000 ar	of \$14.000 res	new ive
Delaware canal	60					22.870	TEL -	at,) or 500,000 at	in Gra, our ren	D
French creek	45						LIIC	idial receipts from	i fac works of	Penns
Seneca river towing path					38	1	vania i	or 1813 were \$1.	,919, 191; for	1911 5
					443.33	6 205.067				
					179 78	138 915	The	receipts for 1811		
Innieta canal	03 7	1	1		1.0,.0	,,,,,,,	Canal	tolls, -	-	578,
Portage railroad	120				251 10	0 049 043	Railros	ed tolls,		252,
Wastern division annal	105				551,10	210,310	Motive	power,	-	319,
Vestern division canal	105			1 1			Trucks			13,
North branch Susquenannan canal		1	1		101.94	57 622	of which	h \$505 000 is from	119 miles of	railro
West "	72					1.00	and 85	78.494 from 559 n	niles of canal.	
Hocking canal	56							canale of Ohio	ra ammontal 1	-
					77,84	1 22,341	Partie	canais of Onio a	the supported I	oy a p
					12,72	3 14,741	perty ta	ix of of mills on	the dollar. T	nere
Miami northern division	35				mafin'd		1003 mi	les of canal in the	State which v	rielded
Muskingum	91				. 00 23	15 000	1043 8	4/1.623, and in 1	844 Solo 593.	the c
Ohio	334				242 76	1112 910	1st Jan	. 43 being \$15.57	7.233. The in	ncteas
Wabash	91					10 817	'44 ove	r '43 is only \$43.7	779, though the	e vear
Walhonding	95				1 00	1 393	has ext	hibited a greater	increase farous	ghout
Western road	21	955 015	7 954	1 789	8 74	2 929	country	than ever before	known.	
Sundry works	31	11 000 000	1,201	1,102	0,,,	-,0.00	The	se 21 millions on	sundry works	blair
Mayma canal		11,000,000	,				income	whatovar	Sundi, works	yacıu
Maume canal		-0.000.00							folder abone C	
Sundry Works		10,000,000			011 100	00 400	and ic	the only State was	ill the Pain	Der Ce
Central railroad	110	1,842,308	149,987	75,960	211,17	0 09,420	and is	the only, State wo	na-ine Ene	camai
Southern railroad	68	936,29	51 24,064	7,907	60,34	1 70,000	ceptea-	which is able to	stand alone.	
·····	Length	~~~	1943	~~~	····	1844.	Div	Value .		_
CANALS.	in	Cost.	Incom	e. p	er In	come.	рег	of	REMARKS.	
	miles.					_		stock.		
Bald Eagle Navigation	25	400,000								
Beaver and Sandy, (part)		1.000 000						We may	perhaps, at so	me fut
Charleston, (S. C.)		, , , , , , , , ,						time be ena	bled to give th	e parti
Chaganasta and Ohio	104	12 370 470	47.637					lars of all t	hese canals.	
Conestota	12	300,000	,					The Che	sineake and O	hio ca
Delaware and Chesapeake	13	000,000						96 lis not vet	completed to	the c
Schuelkill	108	3 500 000	279 795 10	10 001	190 60	3 120 62		31 mines hence	e its triffing in	donie
Farmington	100	0,000,000	010,10010	,	100,00	120,00		The onla	receivert of the	Sch
Iames river and Kenhaura								kill canal h	as been comm	enced
Middlegay		1						The Mor	rie canal was l	applys
	10	200 000						for one will	in canal was i	August!
Port Deposit.	10	200,000	00 000			04.45		for one mill	ion, about one	-waru
		2,900,000	99,623 5	3,327	131,49	1 84,455		of its cost.	In is said in t	ne par
		300,000						that it is to	be enlarged.	Weh
Tide Water	45	2,900,000						seen no rep	ort, nor heard	of the
Union	80	2,000,000	:					pointment of	of any enginee	r
							ì	28		
Dismal Swainp.										
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~			~~~	~~~	~~~	<u> </u>			<b>-</b>
CANADIAN CANALS.	Length,	No. of Lock	age Length	Size of lo	Cks. Depth o	Width	ot canal.	Estimate. to		1
	miles.	locks. In le	chambe	r. Wigin.	mitre sil	1. Bottom.	Surface.	AND THE PERSON NAMED IN COLUMN 1		1944.
he Welland canal			. feet.	feet.	feet.	feet.	feet.	3,948,572,2,485,57	2 64,658	
trunk from Port Colborne to Port Dalhousi	e 28	31 328	150	26 1-9	8 1 2	45	81			
	-1					1	1			
on branch to Dunville not adde	21									
creek branen to Port Maitland & below.	1 1-2	1 6	200	45	9	45	80		•	1
he St. Lawrence canal										
	2	2 7	200	45	9	50	90			
		2 11					90	672.498 97	3	
I neceing the Long Coult would	11 10	7 40							.3	
do I sobino poride	010	5 02			9					
do. Lachine rapids	8 1-2	5 44	1-2 200	45	9	Su	120			
ent of do					1 1			1,001,333 64,43	U	
otal from Jales Ente to the see	12	57 525								
otal from take Erie to the sea		9 74	120	24	6	36	60	200,000 440,00	0. 1,409	
otal from lake Erie to the sea	00		~~~	~~~				Nin I Value I	~~~~	<b></b>
	~~~	$\sim\sim$						Div. 1 Value		
······	Length	in	st.	1843. Income.	Div.	184 Incom		per of	REMARKS	
COAL COMPANIES,	~~~	anals.	Gro	Income.	it, cent.	Incom		per of cent. stock.	REMARKS	
COAL COMPANIES,	Length	anals.	0,000 930,	Income. 83. Net 203 196,	it, cent.	Incom	me.	130	REMARKS	
COAL COMPANIES,	Length miles R. rd. Ca	anals.	Gro	Income. 83. Net 203 196,	it, cent.	Incom	me.	cent. stock.	REMARKS	
	Black river canal. Cayuga and Seneca Champlain canal. Chemung. Chenango. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal Delaware canal. French creek. Seneca river towing path Columbia railroad Eastern division. Juniata canal. Portage railroad. Western division canal. North branch Susquehannah canal. West """ Hocking canal. Miami extension. Miami northern division. Muskingum Ohio. Wabash. Walhonding. Western road. Sundry works Central railroad. Southern railroad. Southern railroad. Southern railroad. CANALS. Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Raritan Southware river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southware. Ticke Water. Union. Morris. Dismal Swamp CANADIAN CANALS. the Welland canal. Trunk from Port Colborne to Port Dalhousic on branch to Dunville creek branch to Port Maitland below. the St. Lawrence canal. s and Port Cardinal Plat. 's point. 1, passing the Long Sault rapids. nois, do. Coteau. Cedars and Cascades roac polis, passing the Long Sault rapids. nois, do. Coteau. Cedars and Cascades roac polis, passing the Long Sault rapids. nois, do. Coteau. Cedars and Cascades roac polis, passing the Long Sault rapids. nois, do. Coteau. Cedars and Cascades roac polis, passing the Long Sault rapids. nois, do. Coteau. Cedars and Cascades roac polis do. Coteau. Cedars and Cascades roac	Black river canal 35 Cayuga and Seneca 21 Champlain canal 64 Chemung 23 Chenango 97 Crooked lake 8 Erie—enlargement of 363 Genessee valley 120 52 miles opened, cost \$1,500,000 Oneida lake 6 Oswego 38 Beaver division canal 25 Delaware canal 60 French creek 45 Seneca river towing path 25 Columbia railroad 82 Eastern division 36 Juniata canal 93 Portage railroad 130 Western division canal 105 Morth branch Susquehannah canal 73 West " " 72 Hocking canal 56 Miami extension 105 Miami extension 105 Miami northern division 35 Muskingum 91 Ohio 334 Wabash 91 Walhonding 25 Western road 31 Sundry works 110 Southern railroad 68 CANALS Length 110 Blackstone Bald Eagle Navigation 25 Beaver and Sandy, (part) 12 Charleston, (S. C.) 12 Cheaspeake and Ohio 184 Conesiota 12 Delaware and Raritan 43 Southwark 10 Parmington 10 James river and Kenhawa 10 Middlesex 10 Delaware and Raritan 43 Southwark 10 Canadian 10 Canadian	Black river canal 35	Black river canal 35	Black river canal Cast C	Black river canal 35	Black river canal. 35	Black river canal. 35	Black river canal. 35 15.24 57 19.353 19.61 14.455 14.655 19.655	Black river canal 35

[Length Loans Number Paid 1843. Div. 1844. Div. Previ Week													Previ-	SALI	
	RAILROADS.	in miles.	Cost.	and	of	on	Inco	ome.	per	Inco	ome.	per	ous	April Shares.	1 3d.
	1 Portland, Saco and Portsmouth	miles.	900 000	debts.		share	Gross. 89,997	Nett. 47,166	cent.	Gross. 124,497	Nett. 74,841	cent.	prices 1131		3 100
	1 Portland, Saco and Portsmouth	35)			89,931	47,100	1	129,491	14,011	12	701		5 100 5 1 3 9
	3 Boston and Maine	56	1,485,461			1	178,745	68,499	6	233,101	86,401		110		5 110
1	4. Boston and Maine extension	17 1-4	455,703	unfin.											
	5 Boston and Lowell	26	1,863,746	5			277,315				147,615		1201	2	2 120
	6 Boston and Providence	41		none.	18,690	100	233,388	110,823	6	282,701	156,109	6	108	29	
	7 Boston and Worcester	44	2,914,018	Nant stated			404,141	162,000			195,163	7款	1161	33	3 118
	8 Berkshire.	21	200,000	not stated		••••		17,500		17,737			201		02
	9 Charlestown branch	51	388 631	1			970 563	140 595	13		13,971		70½ 109‡		7 83 1 109
	10 Eastern	50	1 150.000) just opn'd			279,563		6		227,920 26,835		120		1 109; 3 122
. 1	12 Nashua and Lowell	14 1-2	2 380,000	y			84.079		8	42,759 94,588			121	38	
	13 New Bedford and Taunton	20	430,962	2		1	50.671	24,000	6	64,998			121	1	1
1.8	14 Northampton and Springfield		172,883	unfin.						Oz,oo	22,000				1
	15 Norwich and Worcester	59	2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	701	6,515	
1	16 Old Colony		. 67,820	unfin.						1 '	00,	1	102		3 102
1	17 Stoughton branch.	4	63,075	unfin.								1			
1	18 Taunton branch	11	250,000					20,000			20,000	8	118		
1	19 Vermont and Massachusetts		11.516												
2	20 West Stockbridge	3	41,516	200	30.000	100	200,000					4			
9	21 Western, (117 miles in Mass.,)	156	7,080,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3	1021	1,032	103
1	22 Worcester branch to Milbury	7.4	8,431	506	j										
5	23 Housatonic, (10 months,)	74	1,244,123		10,000								82	-	31
	24 Hartford and New Haven	38 25 1-2										6	89		
2	25 Hartford and Springfield	48	2,600,000		-9		113,889			54 794	-0 Q4F	(\cdots)	41	075	1-40
V	26 Stonington, (year ending 1st Sept.,) 27 Attica and Buffalo	31	336,211		13,000	100	45 896	7,522		154,724			41	1,975	40
1	28 Auburn and Rochester	78	1.796,347	200,000	14,000	100		112,000			152.007		106	18	106
	29 Auburn and Syracuse	26	766,657	7		1331	86.291			,,			116	1	106
	30 Buffalo and Niagara	1	200,000		1.500)		21,003				1	100	1	1::
1 3	31 Erie, (446 miles,)		. 5,000,000	U									311	1,083	31
:	32 Erie, opened	53						48,000)	126,020	59,075				
3	33 Harlem	26	1,206,231	1						140,685	62,399		70	825	68
3	34 Hudson and Berkshire	31	575,613	3		50				35,029	1,941	0	14		
3	35 Long Island	96	1,610,221	1 392,340	29,846					153,456	58,996	0	751	5,400	
3	36 Mohawk and Hudson	17	1,317,893	400,000	10,000	100		58,780		79,804	45,763	3 0	641	325	63
	37 Saratoga and Schenectady	22	303,658				42,242		1	34,666	8,455	0			
33	38 Schenectady and Troy	20 1-2 53	115 807	none.	10,000	1001	28,043	1		32,646			115		1
	39 Syracuse and Utica		797 339	none.	16,000	024	76,227	72,000		192,001	120,992		115		
13	10 Tonnawanda	43	180,000	0			10,221			114,177	75,865	5			
13	11 Troy and Greenbush	1 -=	475.801	1		1	44 395	21,000		20 500	0.071	21			
	13 Utica and Schenectady		12.168.165	none.	20 000	100	1977 164	180 000	1 0	221 020	9,971	0"	129	58	128
: 1.	14 Camden and Amboy	61	-13.200.000	U			1682.832	21383 880	31	794 101	1404 956		1101		$\frac{128}{110}$
15	15 Elizabethtown and Somerville	26	I SANJERNI	21	. 1	1			1		1		1104		
1	16 Morris and Essex						1	1				1			1::
"	47 New Jersey	34	12,000,000	0				1						1	
16	48 Paterson	16	1 500.000			1	1					6	85		
a.	19 Beaver Meadow	26	-11-000-000	0			1		1	1 1		1			
6 3	59 Cumberland Valley	46	-11-250-000	D¥ .					-	1 .		1 1			
16	51 Harrisburg and Lancaster	36	860.000			1		1	1		1.	1 1	30		
0.	52 Hazleton branch*		4 120,000			1				1 1		1 1			
	53 Little Schuylkill	29	900,000	0							1				
0	51 Blossburg and Corning 55 Mauch Chunk*	9	100,000	0					••••						
	56 Minehill and Schuylkill Haven*			0									1431	10	
15	57 Norristown	20	800.000					1 .				1	61		150
14	59 Philadelphia and Trenton*												104	100	6
	59 Pottsville and Danville	. 29 1-2	2 1,500,000	0									102		• • • • •
16	60 Reading	94	9,457,570	07,447,570	40,200						343,511	()	50t	4,110	50
	61 Schnylkill valley *	10	1,000,000	0						1				*,	30
16	62 Williamsport and Elmira	. 25	400,000	0			20,000						(1	1:::
	63 Philadelphia and Baltimore	. 93		0			43,043	200,000	1		210,000	()	431		
el.	64 Frenchtown	. 16	600,000	0											1
Id.	65 Baltimore and Ohio, (1st Oct.)	188	7,623,600	0				279,402		658,620	346,946	1	481		1.,
	66 Baltimore and Susquehanna	58	3,000,000	0								1	5	, 200	0
a.	67 Baltimore and Washington		1,800,000	0			177,22 /	71,691		212,129	104,529		84		
6	69 Petersburg and Roanoke*	60	1 969.880	0					1	22 071	2000				
. 33	70 Portsmouth and Roanoke	78 1-2	21 850,000					1	1	1	72,898	3			
	71 Richmond and Fredericksburg*	61 1.	211.200.000	0				1 1		1					
16	72 Richmond and Petersburg*	22 1-2	21 - 700.000				1	1	1	1)			
16	73 Winchester and Potomac*	32	500,000)			
'C.	74 Raleigh and Gaston*		1.360,000)				(1			(
1	75 Wilmington and Raleigh*	161	1,800,000									()		12,853	
C.	76 South Carolina	136	5,671,452		34,410		1			532.871	140.196	5		12,853	
46	77 Columbia	66		1			201.464	77.456		328 425	180.704				
a.	78 Central			3			227,532	93.190)			1			
	79 Georgia		2,650,000				248,026	158,207	1	248,096	147,523				
	80 Lexington and Ohio		500,000	0											
4	RI Little Miami			9											
			Acres	4		1	1	1	1			1			
26	82 Mad river	40 56	400,000 152,000					4							

communications by Monday morning at latest.

PR	IN	TPA	T. C	ONTE	NTS.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, April 10, 1845.

THE COAL TRADE.—Sent by railroa vill and Port Carbon, for the week endiday evening last, April 3d	ng on .Thurs-
Per last report	
Total	29,978-17
From Schyulkill Haven	8,281.05
Per last report	55,619.18
Total	63.904.03
BY CANAL.	
From Pottsville and Port Carbon	3,655.00
Per last report	5,248.07
Total	8,902-07
From Schuylkill Haven-total up to V	Ved-
nesday evening, April 2d	
From Port Clinton—total	
Total by canal	10 695-07

cents .- Miners' Journal.

We are obliged to the president, Mr. Wilkinson, for enabling us to correct the errors referred to in the following communication; and we again respectfully request those who detect errors in our tables, or statements, to do us a similar favor, and enable us to correct them at the earliest possible period -as accuracy in our statements is what we aim at.

Office of the Syracuse and Utica R. R. Co. Syracuse, April 7th, 1845. TO THE EDITOR OF THE RAILROAD JOURNAL.

DEAR SIR-I observe two errors in the statement of this company in your Railroad Journal, which I will thank you to correct-I mean in the table which of

is published on the 8th page usually.

You state the cost \$1,151,576. It should be \$1,-115,897. The secretary of State made the error in rights. his table by adding to the last sum \$35,678.42, which our report showed had been expended in 1844, and charged to construction. This expenditure was already included in the sum of \$1,115,897.

Another error is in stating the dividend at 7 per cent. Our capital is one million and the dividend was \$80,000, or 8 per cent. Very respectfully,

JOHN WILKINSON.

We have received the "remonstrance of the several railroad companies, on the line from Albany to Attica, against the several petitions for a reduction of their fare, the appointment of a commissioner, and compelling them to run in the night, in winter,"

We are, not unfrequently, amused, and much more frequently vexed, at the disposition of the people, or ests, and to the State at large, by the refusal of the ge-week.

well known that we are the strenuous advocates of the northwest to the Ohio river, and that we entertain an equally profound conviction that such refusal did not reflect the sentiments of the people of this comsengers, on railroads"-yet we desire to convince by monwealth. argument and example, not to compel by arbitrary, and, as we think it would be in this case, unjust the general assembly that the interests of the compalegislation. There are few, comparatively even of would not permit the Balamore and Ohio company the most experienced business men, who have not to terminate their road at Wheeling, the granting a given much attention, or devoted time to the investiright of way and confining its terminus to that city gation and management of the details of railroad was, in our deliberate opinion, on the part of many affairs, that understand the difficulties to be over- the respectful prayer of the northwest; which is come, and the constant efforts required from those intended to deny without the manliness of a direct who have the charge of even a short railroad. Hence refusal. it is that we often hear people making serious complaints of the management, and anathematizing the managers of railroads, because their views and opin-breach of the faith of the commonwealth pledged to ions are not followed; and it seems that an effort is the Baltimore and Ohio railroad company, and to managers of railroads, because their views and opinnow being made, not only to take from the companies the right of charging what their charters allow nies the right of charging what their charters allow way is granted or recognized, and it is well known them, but also to take from them the control of their roads, by the appointment of a commissioner.

way is granted or recognized, and it is well known that without such pledge the said company would their roads, by the appointment of a commissioner.

It is not enough that passengers travel at two or three times former speed, for the same, and even a less rate per mile; or that the railroad companies are restricted, some of them, from carrying freight al all, except when the canal is closed, and even then only by paying canal tolls, but there must be more restrictions more compulsion, and, as a matter of course, less

accommodation to the public.

The companies which compose this line of road have had a powerful competition on the canal-and they must soon re-lay their road with heavy iron, in order to keep pace with the requirements of the people; and therefore we are fully of the opinion that their managers should be left, without any further restrictions; and, if desirable, they should have fur-gigantic work which they have undertaken, and from which the business community have already derived so much benefit. Let the legislature sustain, rather than cripple, by unnecessary restrictions, works which add so largely to the comforts, the interests, and, may we not say, the years? of those who travel. We shall probably refer to this subject again. Cumberland.

RAILROAD MEETING.

At an unusually large and respectable meeting of the citizens of Wood co., Va., convened at the court house pursuant to notice, on Saturday, 21st ult., Col. J. G. Springer was called to the chair, and Wm. H. Safford appointed secretary. The object of the meeting having been explained by the chair, it was successively addressed by James F. Stephenson, Esq., of Tyler, Wm. A. Harrison, Esq., of Harrison, Cabell Tavener, Esq., of Lewis, and Gen. J. J. Jackson, Wood.

The following, among other resolutions, were passed, preceded by an indignant assertion of their

We, the people of Wood county, citizens of Virginia, in full county meeting assembled, solemnly impressed with the magnitude and importance of the interests of ourselves and our posterity now at stake -asking, and having asked of our fellow citizens, represented in the general assembly, nothing which has ever been refused to others—fully convinced that the continued rejection of an application so obviously just in itself, and if granted so advantageous to us and ours and to the whole commonwealth, would be an act of most flagrant and wanton oppression, sufficient to cancel the allegiance due from us under other circumstances; but trusting that our fellow citizens of other sections will not permit their repre-sentatives to persist in such injustice; and willing, therefore, to make a further appeal to their sense of right and duty, do resolve as follows:

1. Resolved, That we are deeply impressed with a

sense of the injustice done to us and our best inter-

Correspondents will oblige us by sending in their a few uneasy representatives of them, to apply legis-neral assembly, at its recent session, to permit the mmunications by Monday morning at laiest.

voting for it, a mere subterfuge, and a mockery of

3. Resolved, That a refusal, whether open or covert of a right of way to the Ohio river at any point not below the mouth of the Little Kanawha river, is a

4. Resolved, That it is an undeniable right, possessed by every portion of the people in every section of the commonwealth, to associate themselves toge-ther to carry on any lawful business, or to construct any road or other improvement, not directly interfering with the vested rights of others, having for its object the transportation of the products of their labor to the best markets; and the withholding by the legislature of corporate powers, or any other ordina-ry facility necessary to accomplish such object, is not only without precedent in the history of this commonwealth; but considering that similar privileges have been freely bestowed on almost every other portion of the State, is, in the highest degree, partial, unequal, unjust and oppressive.

Is it not strange that the legislature of Virginia should allow this important work to be thus retarded, when so many of her own citizens are to be benefitted by its early completion? It is certainly not a very great evidence of the progress of the intelligence of the age in Virginia. Of one thing, however, those interested may rest satisfied, which is that the road will be completed, notwithstanding the opposition of interested parties. It is only a question of time. It is quite too important a measure to be suspended at

By a late decision of the supreme court of North Carolina, Mr. F. E. Rives of Virginia, who it will be recollected purchased at auction, under a levy made at his instance, that part of the Portsmouth and Roanoke railroad within the limits of this State, is put in possession of the property, and he has ex-ercised the right acquired by the decision to stop the travel on that portion of the road. Consequently, the Portsmouth company has ceased its operations for the present altogether .- Wilmington Chron

Eric Canal.—At a meeting of boatmen recently held at Syracuse, for the purpose of establishing the prices of freight and passage for the coming season, it was resolved that the price of passage, including board, be 1½ cent per mile, or 1 cent per mile with out board, and that the price of freight be 19 cents per 100 miles for 100 lbs.-Jour. Com.

The Reading Democratic Press says-"A statement made by the Reading railroad company sets for the fact that the locomotive engine 'Manatawny,' weighing about 131 tons, from 1st July to 1st December, 1844, five months, made 81 trips on the road, transporting 16,120 tons of coal; the United States,' weighing about 18 tons, during the same time, 58 trips, with 21,205 tons of coal.

A dividend of three per cent, for the last six months has been declared on the Washington branch of the Baltimore and Ohio railroad.

Our Sales of Stocks are not corrected this

CANADIAN TRADE, DRAWBACK, ETC. saw stated in a Canadian paper, equal to 121 tion of the superior advantages to the merper cent. ad valorem. A few years since cantile man which this city holds out, even flour trade, or with the climate and country congress passed a law which put prohibitory with reference to the time of reaching Onthe province, a trade of long standing and of transportation, about one half of a very duty on oats being 50 per cent.) which had has a route to the west immeasurably supe-

more populous lower province with its French will soon do the rest. receives its supplies, supposing the goods to no matter how great, or with what regulari- by deep personal interest and local attachbe in Montreal all winter, or taken there in ty delivered. The lowest freight we can ments, nor by the discovery, during a resi-

open about six weeks before the canals be-thing connected with the business is arrang. The effects which the law just passed by tween Montreal and Kingston; the distance ed to the greatest advantage, instead of becongress may have on our trade with the from Albany to Oswego is 184 miles, of ing adapted to a narrow canal. We dwell British provinces are very generally discus- which, 150 miles, by railroad, have been in on these exaggerations because they lead to sed by the northern and eastern prints. In operation for many years, requiring only 35 very serious consequences. For example, addition to the duties imposed by the British miles to complete the communication by Judge Preble, of Portland, stated in Montreparliament to regulate the general trade of steam, and for which a charter will be granted al that flour could be carried from Chicago, the empire-which, by the way, are very this session. Hence goods from New York via the Welland canal and Montreal, to Portslight—there are also provincial duties, which can be delivered at the principal ports of up. land for 65 cents per barrel! The present the colonial parliament may lay on "ad lib- per Canada at a lower rate than from Boston charges from Kingston to Montreal are 35 itum;" hence the ability of so poor a count or Portland at Montreal, thus saving more cents per barrel, and adding 5 cents for intry to meet the interest on the debt, already than half the cost of transportation from surance and handling at Montreal, we have \$500,000 per annum, as well as the exorbi-tide-water to Ontario, besides being five or tant expenses of their government, for both six weeks earlier in the spring. Even the that city; as for 25 cents yielding a fair duties go to the colonial treasury. There is canals of New York can compete success- profit on such an article as flour to be cara discrimination in favor of merchandize fully with the Montreal railroad whether to ried above 200 miles, the idea is absurd to imported by the St. Lawrence, which we Portland or Boston, omitting all considera- any man acquainted with the cost of transduties on horses, cattle, etc., coming from tario in the spring, and neglecting the cost ing railway, which carries more tons than of some importance to certain districts; this, low freight from Boston or Portland to Ontogether with the heavy duties on grain (the tario via Montreal. But, via Albany, Boston treal, Boston, New York, Philadelphia and long been felt led to retaliation on the part rior to any which can be prosecuted; she though the road is level, or descending, in of the Canadians, and we do not know has the advantage of New York during win-the direction of the trade, and they expect ter, but after the opening of the Hudson-The upper province-now called Canada about the 15th March-competition cannot the stock can yield 6 per cent. This is west - has however a vast interest in a free be thought of. We base our expectations of equal to more than 8 millions of barrels of intercourse with New York; its population a great trade with the west part of Canada flour, and shows the immense trade necessabeing almost entirely British and American, on the deep interest which the people have ry with such low tolls on the principal artidemands a greater amount of merchandize in the freest possible intercourse with us; cles carried. The St. Lawrence offers a of every description than the, at present, if we are correct in this assumption, time cheaper route from Ontario to Montreal than

stination. Ontario and the Hudson are dimensions of the barges, in short, every- ply by a knowledge of the facts as they ex-

40 cents as the cost on the cars opposite portation on railways, with the extent of the of the contemplated route. Even the Readthere are tons of flour, corn, wheat, pork, beef, etc., sent from the entire west to Mon-Baltimore, charges 11 cent per ton per mile, to carry 800,000 tons of coal alone, before any canal, the colonial legislature cannot community; its inhabitants, no matter how We have more than once alluded to the shut it up, and the Rideau canal will prevent "loyal," infinitely prefer New York to Mon-extraordinary ideas entertained by civil en-their being able to force the trade into the treal in every respect, whether for business gineers of Philadelphia, as to the cost of St. Lawrence canals, so that the board of or pleasure, and their natural position ren- transportation on canals, and we are less works will not be able to increase the cost of ders it certain that this city must, before surprised to find equally visionary notions transportation above present rates. As for long, become the great and permanent relamong our friends "down east." One of reducing it, by charging 16 cents toll per sort of the travellers and merchants of Ca. the gentlemen above alluded to, Mr. Edward barrel of flour, between Ontario and Monnada west. Again, the climate alone is suf. Miller, actually states that coal can be brought treal at the rate of the Lachine canal before ficient to point out New York as their At. from Pottsville to New York-after the en-enlargement, the "modus operanci" must lantic port. The navigation to all the prin-largement of the Schuylkill canal-for 45 be explained by political jobbers. We becipal ports on Ontario has been open some. cents per ton, exclusive of tolls, but includ- lieve that flour is now delivered at Boston time, and, before the 1st of May, the counding loading and unloading. The distance is more cheaply than it ever can be at Portland, try merchants might have received their about 220 miles; so this is at the rate of and will go so far as to predict that that arspring groods, and disposed of no small part very little more than two mills per ton per ticle, from the lake country, will never reach of them. The canals between Ontario and mile! (2.045), or 30% cents per ton from Boston or Portland so cheaply as via Albany.

Montreal open about the 1st of May, and it New York to Albany, a rate at which no In making these remarks, we must be alwill be some time before the upper province man would contract to carry any quantity, lowed to say that we are neither influenced the spring from Portland, Boston or New hear of is 50 cents per ton of coal carried dence of more than twenty years, of any re-York. But the great bulk of the merchan. 100 miles in large quantities, and under the markable evidence of enlightened forecast, dize is, of course, imported in the spring; most favorable circumstances. Steam is and liberal enterprize, among the citizens of the first ships reach Montreal about the 15th used to the greatest advantage, the boats be- New York, in the projection and execution May, and the summer is one-third gone by ing towed close by the steamer, in place of of great works calculated to promote the the time the "spring goods" reach their de- at the end of a long tow-line, and the speed, growth and prosperity of the city; but simist, and a desire to state them fairly for the country being thus drawn more closely and roads, the New York and Eric and the New benefit of whom it may concern.

By way of showing the other side of the question, at least as far as the St. Lawrence canal is concerned, we give a few of the remarks of Mr. Merritt, to whose indefatigable, if not disinterested, exertions, Canada is in no small degree indebted-in more senses than one-for her bombastic public works.

embraced an enlarged view of the extent of project of uniting Boston with Montreal, by the inland coast of the valley of the St. a continuous line of railroad. This is us it by a tax on her property than not have it Lawrence; he explained its advantages and should be. The advantages of such a com- done speedily. disadvantages, in respect to situation and munication to these cities not only, but to the climate, and proved. from various statistical entire section of country through which such tables, its rapid annual increase in population a route may be established, has long been and in extent of trade.

"Mr. Merritt then entered on the second part of his subject, by pointing out the conduct necessary to be pursued by the imperial and provincial governments, in order to secure and retain this trade. On the one part Canada entering the ports of Great Britain; on the other, British products and manufac tures ought to be admitted into Canada duty with by tde province, on the opening of the canals, now in progress of construction, was shown by Mr. M., from an examination of our present revenues and resources; the increase of revenue from these canals alone, would, he argued, from the immense increase of transit, more than counterbalance the reduction of duties from the customs now levied.

" Mr. Merritt lastly adverted to the consequences which would result from such a lake Eric would be colonies of Great Britain, has done for her, as far as regards their consumption of her manufactures-a most extensive home marthe bonds which unite Canada to the mother them. And so it is with the two great rail- property to the company, and time to the

connection forever secure and permanent."

BOSTON AND BURLINGTON RAILROAD.

The Rutland Herald, of 3d inst., has the following, and many other remarks in relation to this work:

"Our Railroad. - We are glad to see that the true New England spirit is at length "The first part of Mr. Merritt's address arousing itself in view of the contemplated "He next proceeded to demonstrate that not, until quite recently, been plainly indibouchement of one to the entrance of an. vor with that power—the monical interest of the length and expense of transit by the ourself warranted in saying that this interthe Welland and St. Lawrence canals, lead. via Keene, Bellows Falls, Rutland and Buring past Montreal and Quebec, and showed lington, and at the time to have questioned about an hour and a half." that the latter route, when completed as this, would have been supposing our Boston above, and freed from all unnecessary re. friends entirely blind to their own interests, strictions, will be the cheapest and best, and and utterly incompetent to judge of the real

The Herald need not fear that the Bostoto their own interests." Of another city-

intimately together, would render British York and Albany; they are suffered to linger; and those few who have labored in their behalf for years have become disheartened and disgusted with such apathy-while Boston enjoys the advantage of her enlightened foresight and energy, in the rapid increase of business, and greatly enhanced value of her real estate.

> New York must, however, make these works in self defence—and had better do it

> > ACCIDENT ON THE RAILROAD.

"This morning, as the cars from Stoningunderstood and fully appreciated; but it has ton were coming towards Providence, when near Wickford, going nearly at the rate of the trade of this great country must ulticated, which of the many projected routes thirty miles an hour, the axletree of one of mately centre on the shores of lake Erie, would finally be determined upon. This the deck cars broke, and the car was nearly bringing within its scope several of the question we believe now to be settled, at destroyed—the next, being also a deck car, neighboring States of the Union; and that least if the people of western Vermont but was thrown entirely off the track, as were on the completion of the canals now in pro. do their duty. For ourself, we have long the forward wheels of one of the long pasgress an easy and direct communication had but one opinion in reference to this mat. Senger cars. Most miracuously no one was would be established with that part of the ter. Looking to Boston for the main source seriously injured, although there were nearly country, particularly should the canals be of power, which must give impetus to this 250 persons in the cars. Had the accident made continuous, by the province furnishing most desirable enterprize, we have had but occured further on the road, when passing tug boats, to tow the vessels from the de-little doubt as to which route would find fa-through a deep rocky cut, the loss of lives would have been great. By the judicious other. He instituted a comparison between our "New England capital." We now feel management of the conductor, Mr. L. Tucker, with the assistance of the engineers, and Erie canal, leading to the Hudson, and by est is decidedly in favor of the western route, a part of the passengers, the cars were replaced upon the track, after a delay of only

We find the above paragraph in the Boston Transcript, of 1st inst. - and we ask the command in consequence the greater portion merits or disadvantages to them of the dif. superintendent of the road, and others who of the lake Eric trade. the car in which the axle broke had "Kite's nians will, in such a matter as this, "be blind Safety Beam" attached to it? We presume not, as we do not know of a single instance of not a thousand miles from here, which claims serious accident from the breaking of a car the policy commenced by the home govern- to be the metropolis of this Union, but which axle, where this "safety beam" was attachment ought to be carried into full effect, by looks calmly on and sees Boston wresting ed-while we have been informed of sevethe removal of all duties on the products of from her a portion, and no triffing portion ral instances where a car has run many either, of her trade - we cannot say as much; miles after the breaking of an axle, without but Boston puts out her long arms, reach. the circumstance being known to the pasfree. That these duties could be dispensed ing far into those regions which New York sengers in the car. By referring to the cut has heretofore deemed hers of right-and in his Journal, it will be seen that, if the axle draws to herself a large amount of business breaks in the journal, the car will not be mawhich New York might have had by one-terially affected by it, as the safety beam half the effort. There is this difference, then comes into use, and the axle and wheel however, in the two cities. The capitalists are kept in their place, and the car on the of Boston encourage, foster and sustain track-or, if it breaks near the centre, or bewhatever benefits Boston, but in New York it tween the safety beams, the wheels are kept is not so-there are but few, comparatively, in their place, and the car cannot well be of her rich men who care a straw for New thrown off the track, as in this case-breakcourse as he advocated. Canada would be. York-consequently they do not encourage ing and damaging those which followed .come, in effect, one entire warehousing and sustain those works important to her busi. Breaking the cars, however, is of small moport; the six States and territories adjoining ness operations, but rely upon what nature ment, when taken in comparison with breaking the limbs or necks of the passengers-It was so in relation to the Erie and Cham. the escape of whom, in this instance, is ket would be open to Canadian industry, and plain canals. New York was opposed to deemed almost miraculous; yet, the loss of

passengers, is a very important matter, pro- this, in the pursuit of regular business. For bably fully equal to the cost of "safety example: a steamboat leaves Pittsburgh beams" on all their passenger cars. If this he so what evenue has this or any other be so, what excuse has this, or any other coffee for St. Louis: and there, again, she real to offer for neglecting to attach this loads with wheat and lead for Cincinnati. simple apparatus, or a better one if they can, This is, or may be, a regular western voyto all their cars?

WESTERN INLAND NAVIGATION.

We give place to the following from the Cincinnati Chronicle, that the extent of our inland navigation, especially in the West, may be better understood; and to ask, if such are our rivers beyond the mountains, how long will it be before the majority of our population will be found along their margin and tributaries? Not long, we predict.

"The rolling flood of waters now poured along by the Ohio, and the vast distances to which products are borne by the numerous steamers upon its bosom, remind us of the great, and, compared with any other portion of the earth, most extraordinary extent of the inland navigation of the West. Let us take some particulars. It is considered a great voyage from New York to Liv-sible one, which in a few years will be comerpool; yet one may take a single steam-mon-the second a very probable one-and boat trip on the waters of the Mississippi the third an every day one. These three equal to that. Look at this:

1		IVIIIes.
New Orleans to Natchez, -		294
Natchez to mouth of Ohio, -		718
From the mouth to St. Louis,	-	172
St. Louis to Weston,	•	500
Weston to Council Bluffs, -		300
Council Bluffs to Fort Mandan,		824
Fort Mandon to the Yellow Stone		224

Total voyage, York to Liverpool-all performed inlandthe point of departure being one hundred miles from the sea! Such is one of the voyages that may be performed in the great valley of the West.

But take another: suppose a hoat takes in produce from Pittsburgh to New Orleans, and should there be chartered to take stores to the Fur Company's Fort, at the mouth of the Yellow Stone, and then returns to Pittsburgh, what will be her voyage?

		Miles.
Pittsburgh to Cincinnati, -		498
Cincinnati to Louisville, -		~137
Louisville to mouth of Ohio,	-	345
Mouth of Ohio to New Orleans,		1012
New Orleans to St. Louis, .	•	1184
St. Louis to Weston,	-	500
Weston to the Yellow Stone,	•	1348
Yellow Stone to St. Louis, .	•	1848
St. Louis to the Ohio,		172
The Ohio to Pittsburgh, -	•	980

Total voyage, run on the waters of the West in a regular is an excellent one, and may well be adopted vovage, before she returned to her original

formed, of scarcely less magnitude than and avoidance of accidents.

age, not longer than many boats actually perform in one trip. Look at it:-

ł				Milles.
1	Pittsburgh to New Orleans,			1992
	New Orleans to St. Louis,		-	1184
	St. Louis to the Ohio,	•		172
	Cairo to Cincinnati,			482
	-			

Total voyage, to New Orleans, performed, including all stoppages, and loading and unloading, in with the corresponding period of 1843:about three weeks :-

			Miles.
Cincinnati to Louisville,	-		137
Louisville to Cairo, -	-	`•	345
Cairo to New Orleans,	•		1012
Return voyage, -	•	•	1494

Total voyage, Here are three voyages—the first a posvoyages make, together as the reader sees, more than fourteen thousand miles!

We add to this the following table on nav-18 igation on some of our rivers:-

		Miles.
Wabash river to Logansport,	•	454
Illinois river to Ottawa, -		270

This is but a part of the vast inland navi-24 gation of the West, and which explains the rapid growth of cities and towns so far from with a period when reductions had already the seaboard. These inland cities, too, are commenced, have been increased only in This is the length of a voyage from New destined to equal, if they do not surpass, the largest of those on the Atlantic shore.'

LONDON AND BRIGHTON RAILWAY.

We have been often amused, when reading, in the English railway papers, reports of the proceedings of the various meetings of railway proprietors, who not unfrequently appear to be as inquisitive as though they were in reality managing their own business reports with great apparent care, giving very extracts from the last semi-annual report of the directors of the London and Brighton Railway Company.

It will be seen that while the receipts of the company have increased 14 per cent. from passengers, and 9 per cent. from freights, the expenses of working have increased only 11 per cent.

The idea of crecting cottages along the Eight thousand miles might a steamboat line for those employed in repairing the road on many of our roads in this country-as But there are voyages continually per. there may thus be a more efficient police, on the line for the porters, platelayers, &c.,

There is another fact stated worthy o consideration, viz: that, by increasing the speed of one of the passenger trains, the public convenience has not only been promoted, but there is no doubt but that the profits of the company have also been increased. This is in accordance with the doctrine maintained in the Journal, that high speed and low fares for passengers, is the true policy in this country.

Director's Report. "Your directors, in meeting you on the present occasion, have much satisfaction in reporting the progressive state of improve-Now take a common Cincinnati voyage ment in your affairs—the present half year presenting the following result, as compared Receipts for passengers, 14 per cent. more, £14,450

" areas	Goods, &c. 9 per cent. more,	1,423
	Increased receipt, -	£15,873
Expenses	of working, 11 per cent. more,	415
46	Tolls, more	1,150
66	Government Duty, Rates, &c.	
	more	2,078
66	Property Tax, &c. more -	986
	Increased expenditure,	£4,629
	rence, being net increase on the	
_ half-yea	r, is	11,244
To which,	adding the deficit brought into	
the last	Christmas Account,	4,549
	as the reserve from Midsummer	
last, of		169
A ISI	rger available balance is vielded	

for dividend, by the sum of -15,962

Your directors call the attention of the proprietors to these figures, which show that, whilst your working expenses, compared the small ratio of 11 per cent., your receipts have augmented at the rate of 14 and 9 per

The road throughout is in good working order; some slips took place in the embankments and cuttings, during the rains in the fall of the year, the expense of the reparation of which will not exceed the ordinary, estimate.

The Engineer's establishment, for the maintenance of the way, has been reduced, -and the directors make their semi-annual and placed on a permanent footing of economy, and we have every reason to believe, full details, as will be seen by the following except under extraordinary circumstances, which cannot be foreseen, will never be exceeded.

In consequence of the great increase in the traffic, a further supply of engines and carriages will be required before the return of the summer season, for which purpose, the directors have availed themselves of the late advance in the price of their shares, and have sold the whole of those remaining unissued and forfeited, at an average price of 511, including the dividend, the proceeds of which sale they hope will meet the expense thus to be incurred.

In the report of the last half year, it was proposed to erect cottages at various points who would answer the purpose of a valuable

body of police; some of the	esè cottages	Coke, 578 tons 7 cwt. at 26 6-100ths	753 8 10	
have been constructed, and ar	e now occu-	Pumping and water supply, - Oil, grease, tallow, cotton waste, &c.	35 12 8 66 2 3	Coaching—Passengers. 1st Class, - 1206251 - £\$4,786 18 11
pied, the tenants paying a ren		Engine-drivers, firemen, and coke-		2d do 132069 - 25.204 13 0
reasonable interest for the capital	al expended;	men's wages,	872 18 4 45 0 0	3d do 185277 - 19,327 1 7
and it is hoped the whole will I		Salaries and incidental expenses of	10 0 0	437972 109,318 12 6
with a view to the public	ninei. convenience	locomotive committee,	132 0 4	Less return fares and hire of omnibus, 75 17 6
your directors have jucreased	the speed of	Maintenance of Waggons— Repairs of waggons, in wages of		£109,664 15 0
one of the trains, accomplishing	the distance	smiths, wheelwrights, &c. and		Mails, 131 6 0
between London and Brighton		materials,	269 3 10	Horses, (2635,) 1,959 6 6
and a half, an improvement whi	ich they have			Carriages, (1546,) 1,590 9 6 Dogs, (1658,) 187 19 6
reason to believe has given my	uch satisfac-	petty disbursements,	214 18 0	
tion. The excursion trains, con	umenced last	Police and watchmen's wages, Ditto ditto clothing,	146 2 0 6 13 0	Parcels, 4,838 0 10
summer with a view to afford		Guards' and porters' wages,	707 11 6	
bler classes a healthful recreati			16 17 4	
expense, have proved, and cor		Fixed engines, Cleaning and greasing waggons,	178 19 1 34 15 6	3,500 12 0
a source of profit to the compa The directors have now to pr		Oil, waste, &c	12 8 1	£117,440 8 6
dend of thirty shillings per share		Waggon sheets, tarpaulings, weighing machines, and implements,	43 12 5	Merchandise (27,779 tons 3 cwt-) 11,055 10 5
to 52,734l.	,	Three horses,	137 9 10	Beasts (453,) 171 13 8
Three of your directors go.	out of office	Keep and hire of horses,	204 2 0	Calves and smaller animals, (2607.) 137 11 3
at this meeting, namely, William			25 12 8	Coke for use of locomotive committee, 255 19 0
Sir John Simpson, and Edwa	ard Crowley,		£3,917 16 5	11,620 14 4
Esq., who, being eligible, offe		To General Charges—Superin-		Less paid for collecting goods, - 429 8 5
for re-election.		Directors	550 0 3	Surcharges on goods, 96 4 3
REVENUE ACCOUNT, Half-year ending	g 31st December	Secretary's, Gen'l. Superintendent's,	1000	525 12 8
1841.—DEBTOR. Maintaining the Line and Build-		Accountant's, Transfer and Audit Departments,	942 0 10	11005 1 0
ings-Maintenance of Way-		Engineer and assistants		Transfer fees, 11,095 1 8
Repairing slips of earthwork, and ad-	01 000 10 0	Traffic Superintendent and clerk	174 17 7	
ditional works, Adjusting rails, points, and cross-	£1,622 13 0	Law,	193 15 5	Ordinary traffic, - £128,665 5 2 Kingston Wharf—
ings, repairs of sidings, switches,		Advertising and placarding.		Wharfage, 564 7 1
and turnplates,	2,267 0 1	Printing and engraving,	752 1 8	Pier dues, 201 14 6
New sleepers, Maintaining bridges, fences, drains,	146 10 0	Stationery, Loss on light gold,	203 3 4	Weighing, 148 11 5 Warehouse rent, 101 12 10
and culverts,	226 18 10	Petty disbursements, travelling ex-	05 10 4	Watchouse reng
Road crossings, and approaches to		penses, furnishings, and sundry		1,016 5 10
Maintenance of Buildings—	69 9 3	charges,	372 10 11	Interest on investment for disputed account with the South-Eastern
Repairs of stations, workshops, car-			4,135 7 4	
riage and engine sheds, and tank	946 11 2	317 1-1	+	Rents, 594 2 2
house,	- 246 11 3 - 17 12 10		£30,490 18 3	Less rents paid, charges for repairs and collecting, and rates, taxes,
Gas and lighting,	219 1 7	The Greenwich Railway Company,	3,039 4 2	&c, thereon, 215 7 11
	£4,815 16 10	The Croydon do. do.	12,793 2 10	378 14 3
Coaching.	21,010 10 10	,	15.832 7 0	Warehouse rent, 95 14 6
Locomotive Power—		Government duty,	5,595 10 10	
Repairs of engines and tenders, in wages of fitters, smiths, turners, &c	. 1.097 7 11	Parish rates, tithes and taxes,	3,513 0 9 615 4 7	
Ditto in materials,	1,604 7 3		4	Discriminating Tolls.—It seems that the
Coke, 3,037 tons 8 cwt. at 26 6-100ths	3,957 1 1 245 6 9		9,723 16 2	Ohio Legislature deem the movement in
Pumping and water supply, Oil, grease, tallow, cotton, waste, &c.			56,047 1 5	this State, on this subject, of sufficient im-
Engine-drivers, firemen, and coke-		Kingston Wharf-	30,017 1 3	portance to pass the following resolutions,
men's wages,	- 1,958 11 6 - 540 0 0	Rent,	350 0 0	which we take from the Sandusky Clarion,
Piloting, - Salaries and incidental expenses of		Repairs, Salaries and petty disbursements,	15 1 2 90 6 3	in relation to it.
locomotive committee,	692 9 7	Wages,	287 15 2	
Maintenance of Carriages— Repairs of carriages, in wages of				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
smiths, carriage makers, painters,		Interest—	743 2 7	Whereas, attempts are now making by
and trimmers, and in materials, -	1,922 8 7	On mortgage bonds to 30th June, -	511 13 9	persons residing at Buffalo and Rochester,
Coach Traffic charges— Salaries of station clerks, and their		Ditto 31st December,	14,564 4 5	in the state of New York, to induce the
petty disbursements,	1,016 5 8		7,500 0 0 2,137 10 3	general assembly of the state of New York
Card tickets, ticket boxes, & printer,	113 15 8	on temperary tours and,	+	to impose greater tolls on merchandize and
Police and watchmen's wages, Do. do. clothing,	1,205 0 11 65 12 0		24,713 8 5	produce belonging to the citizens of Ohio,
Guards' and porters' wages,	1,793 9 0	Bond, &c., stamps Expenses in opposing the General	111 7 3	and other western states, which pass on the
Do. do. clothing, -	69 11 3	Railway Bill,	25 0 0	canals of the state of New York, between
Carriage washing, greasing, and lamp cleaning,	662 9 6	Subscription to Brighton Race Cup,	25.0 0	Oswego, on Lake Ontario, and Albany,
Oil, signal lamps, waste, &c	155 12 8	Subscription to extension of Brighton and Chichester Railway,	100 0 0	than are or shall be imposed on goods and
Pumping and water supply,	47 5 4	Subscription to floating breakwater		produce belonging to citizens of the state of
Furniture and implements for stations, Compensation for loss and damage,	113 7 3 14 1 9	at Brighton,	300 0 0	
Compensation for loss and dailinge,		Donation, &c	9 4 2	Therefore, be it
	£17,621 17 8		459 4 2	Resolved, by the general assembly of the
Carrying. Locomotive Power—			90 004 2 10	state of Ohio, That the imposition of greater
Repairs of engines and tenders, in		Balance,	53,456 9 1	tolls on property belonging to citizens of
wages of fitters, smiths, turners, &c.		•		other states, than are chargeable on pro-
Ditto, in materials,	305 9 7	Total, \pounds	135,532 12 11	perty belonging to citizens of the state of

have the tendency to drive the trade of our state, as it will be compelled to cross city consumption. Ohio into other channels, but is one which, some rivers and many large streams at their if adapted, will warrant the state of Ohio mouths, where viaducts would be most exin imposing higher charges on property pensive and most liable to be carried away coming from the state of New York than by our annual freshets. The New Haven from elsewhere, and that it will be the duty and New York road would be immediately of this state to take measures to protect the abandoned if the project of a road from Hartinterests of her own citizens from this un. ford to New York were taken up in earnest. just aggression.

Resolved, That the governor be requested tion of our capitalists? forthwith to forward two copies of this resolution to the govenor of the state of New York, to be laid before the two branches of the general assembly of that state.

HARTFORD AND NEW YORK RAILROAD.

Mr. Editor-The project, recently started, of an inland railroud directly from Hartford and the editor has surely rendered it ridicuto New York seems to meet with very general favor. The pass of the mountain at Far. relied upon by its friends. The idea of sur revenue to the stockholder. All classes of mington has been carefully surveyed, and it veying a route by guess through a wilderis found that the road can easily be carried ness country, where the snow was some two through it. The mountain near Waterbury, the only other difficulty of a serious nature. is confidently supposed to be surmountable, and measures are now taken to determine the point beyond question-measures are also in progress to enlist the capitalists of established, before laying down rails! is al-Boston and New York in the enterprise, so together fresh and original. They are an soon as it shall be found to be unquestion. enterprising people "down East," and John ably practicable.

This road, if constructed, will pass through Farmington, Bristol, Plymouth, Waterbury, Danbury, and other towns beyond. The great advantages resulting from it to these towns, to the city of Hartford, and to this portion of the country generally, as well as he great value of the road when made, are very obvious. It will at once become the great thoroughfare between Boston and New York, being the only unbroken and completely land route between those cities. It will also receive all the New York travel that comes down the Connecticut River Railroad, and should that road be extended, as is contemplated, far up the Connecticut valley, and perhaps ultimately to Montreal, the great tide of northern travel to and from will pass through the Hartford and New York Railroad. The way travel on the road, as well as the transportation of freight from the large manufacturing places on the route,

its whole length, with the steamboats on the sound, and it is supposed will encounter, in and in some places exhausted—the supply ja451y

Is not the project well worthy the atten-ENTERPRISE. Con. Courant.

Portland Route. - The reader's attention Courier, reviewing some of the arguments in feet deep in October-upon this survey basing all the necessary estimates, even to "ten Bull is acquiring an appetite for gammon.

The canal—opening of navigation.—All vered in the United States.

We hear from DAVIS, BROOKS & CO., 21 Broad st., N. York. looks well in this quarter. We hear from the western section (under charge of Mr. Sutton.) that the repairs there are in such a state of forwardness, as to insure completion before the 15th, if nothing occurs that cannot now be anticipated. The new channel, at a switch left wrong by accident or desired. between Buffalo and Black Rock, will be finished if possible,—if not, the old channel laid down, or removed, without cutting or displacing will be used for a short period. Mr. Fay, them. the resident Engineer, left Albany where he was in attendance upon this Canal Board pair of the injury to the Waste Gate and Dam. He informs us that all will be completed there. Upon this section Dr. Mcsince at Tonawanda, superintending the re-LEAN has on a large force, and the repairs are rapidly progressing. The long slide this side of Pendleton, is in a state of forwardness; and the repairs generally, through

transportation, could be delivered at probably a dollar a cord less than the present prices.

The contemplated railroad from New Haven to New York wil have to compete, during the greater part of the year, and through its whole length, with the steamboats on the

New York, is a measure not only grossly its construction and repairs, more serious brought down by the railway during the unjust and inequitable, and one which will difficulties than a road across the interior of winter months being scarcely sufficient for

> Plank Road.—We understand that several of our most prominent citizens have taken stock in the plank road to be construct. ed along the Transit from this village to Williamsville. There are many considerations in favor of the construction of this road, such as will readily suggest themselves to our business men. A section of country which is now traversed by a road almost impassable for several months in the year, will thus be furnished with the means of is directed to an article from the Boston bringing its produce to our market and purchasing its supplies of our merchants. It favor of a road from Portland to Montieal. would increase the value of land, and pro-The idea is too absurd for serious comment, mote the settlement of that part of the country. The increase of travel would, we think, be such as, in a short time, to yield a handsome our citizens are interested in this enterprise. but more especially our merchants, who will we hope take hold of it with a determination to carry it through. The spirit of cents per rod for fencing"-and then coolly public enterprise has slumbered here, for the suggesting that it may be expedient to verify last few years, but this is an object of such by the use of instruments," the grades thus obvious utility that we think it will be regarded with favor by the most prudent .--Niagara Democrat.

> > RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, deli-

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring at the time of high water, and has been only two Castings and two Rails; the latter, even if

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, ja45 Reading, Pa.

the large manufacturing places on the route, will be very great, as the region of country through which it will pass, has no convenient water communication with any market.

Should this road be made, a branch could easily be constructed from Farmington through Unionville, Collinsville, and New Hartford to Winsted, thus opening to all the thriving manufactory region west of us, an easy communication with our city. We should also be benefitted in the reduced prices of wood, which, from the convenience of transportation, could be delivered at probably \$3.371 for Red Ash, Schuylkill, and \$3.25 lack Serews; Railroad Tunking Marinery Information in the convenience of transportation, could be delivered at probably \$3.371 for Red Ash, Schuylkill, and \$3.25 lack Serews; Railroad Pumping and Sawing Marinery in the convenience of the country in the convenience of the convenience of transportation, could be delivered at probably \$3.371 for Red Ash, Schuylkill, and \$3.25 lack Serews; Railroad Pumping and Sawing Marinery generally, through through through through through the section, promise a reasonable completion.—Niagara Democrat.

Coal.—The Schuylkill and Lehigh Canals are now open, but mining operations as yet progress but slowly, though a brisk business is anticipated for the coming season. The receipts by the Schuylkill Canal up to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Canal Axles, and Truck Frames; Railroad Pumping and Sawing Marinery.

Beam

Heam

Section

KITE'S PATENT SAFETY BEAM.

Safety

Safety

CLAN

ELEVATION

Messes. Editors.— As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the par-ticular plan of the con-struction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, un-til the train, (as was supposed from some circumstances attending the case,) had pass-cd several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
TA model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON For The President. Length of Road, 33 96-100 miles.

John S. Darcy, Esq., President.

I. P. Lickson, Esq., Secretary

Leave New York, foot of	DAILY	7.	SUNDAY.		
Courtland street.	А. М.	P. M.	A. M.	P. M.	
" Elizabethtown" " Rahway" " New Brunswick Leave New Brunswick Rahway Elizabethtown	9, 11, 12	2, 3, 43-4, 6	11 1-2	8 1-2	

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

. 1	New York.		New York. Newark.		Elizabethtown.		Rahway.		N Br	unswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	1 Cents.
New York			91-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1.2	50
Newark	9 1-4	25	1		510	10 1 0	10 10	O.	0110	EA
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1.2			5	19 1.9	16 34	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50	22 1-2	50	163-4	50	11 3-4	37 1-2	1	

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, ca-nals, roads, docks, wharves, dams and bridges of every description, with plans and specifications, will also act as agent for the sale or purchase of machinery and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

- REFERENCES. -Boston, { Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, "
Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no liestation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bous for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York:

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, wrought Spites and Tvairs, from a to 10 licines, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offcred in market.

are found superior to any ever offered in market.
Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

will be punctually attended to.

HENRY BURDEN, Agent.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I.
& J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*A Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A. M.	P. M.	MILES.	FAI
oston	Portland	Eastern,	Daily,	71,	21,	106	\$3 0
"	Portsmouth	"		71,	21, 41,	54	2 0
46	Newburyport			171,	$[2\frac{1}{2}, 4\frac{1}{2}, \dots]$	35	1.2
"	Salem	"	`66	74, 9, 114,	21, 31, 41, 6,	14	5
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AMERICAN RAILROAD JOURNAL. AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY, AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 161

THURSDAY; APRIL 17, 1845.

[WHOLE No. 459, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL s the only periodical having a general circulation throughout the Union, in which all matters connected throughout the Union, in which all matters connected A. Railroads, Railroad Director with public works can be brought to the notice of all and Managers are respectfully invipersons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Company.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stock-

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DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad. Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

FRENCH AND BAIRDS PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on

Chinney of engines on which they are used is experienced.

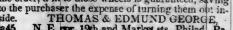
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A GOOD SECOND HAND LOCOMOTIVE TO RAILROAD COMPANIES AND MANA Engine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete, made by bers have for sale Am. and English bar iron, of all Baldwin, for sale by A. & G. RALSTON & CO.

Mar. 20, 1m. 4 South Front St., Philadelphia.

SPRING STEEL FOR LOCOMOTIVES, motive engines, and other railroad carriage wheels, in manufacturing Spring Steel from 14 to 6 inches the latter a very superior article. The tires are in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and quality warranted. Address

JOAN F. WINSLOW, Agent, 15a3 Albany Iron and Nail Works, Troy, N. Y.





AILROAD IRON AND LOCOMOTIVE OUSHMAN'S COMPOUND IRON RAILS Tyres imported to order and constantly on hand
A. & G. RALSTON 4 South Front St., Philadelphia.

HE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds conportunity of improving their tracks now have an opnected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of
any pattern and size, with Axles fitted, also with
wrought tires, Springs, Boxes and bolts for Cars;
Driving and other wheels for Locomotives.

The works being on an extensive scale all orders.

W. Mc. C. CUSHMAN, Civil Residence of the content of the conten

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manut. Co.

Ushman's compound in the subscriber having made importated improvements in the construction of rails, mode in guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State thracite coal, and holding an assignment of the particle, under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of interesting their roads on terms year advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

TO IRON MANUFACTURERS. THE SUB-

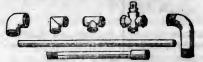
No. 4 Sout Fronth st., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, 7s, Le, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, VATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate SITES in the immediate neighborhood of Bi-In the immediate neighborhood of infuminous Coal and Iron Ore, of the first quality, at
Ralston, Lyoming Co., Pa. This is the nearest
point to tide water where such coal and ore are
found together, and the communication is complete
with Philadelphia and Baltimore by canals and
railways. The interest on the cost of water power railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.
Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x454 feet two stories high, with a shed part 454x20 feet, containing a large air furnace, cupola, crane and corn oven. pattern shop.

corn oven

Store house-a range of buildings for storage, etc.,

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

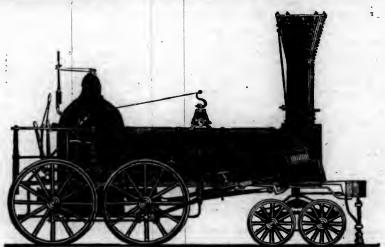
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,

NORRIS' LOCOMOTIVE WORKS





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.

2, × 24 14 66 6: 66 66 \times 20 66 " 141 \times 20 6: 4. 66 " 46 66 121 66 44 46 20 66 66 5. 114 X 66 6, 101 \times 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PANY-GENERAL MEETING.

(Concluded from page 229.)

prosperity of the company.

interest?

dertaking they had to borrow money at it.

The Chairman then formally moved that other railway in the kingdom. the report of the directors be approved and adopted.

Mr. John Shield, of Newcastle, then rose tainly not in accordance with the new system of ethics which the chairman had proto do that which would be most conducted to the duties which he had laid cive to its prosperity, and he submitted to the subject had been so prehend. As he had said, he proposed to lease the line. move a resolution as an amendment upon Mr. Oxley saw no more reason why be- grounds on which to discuss it. It appearthe chairman's motion that the report be adopt - cause they were offered 10 per cent. in per- ed that the worthy proprietors wished the ed. And his resolution was to this effect petuity at the present moment, when they meeting to pledge itself to accept a lease of That the meeting was of opinion that it paid only 6 per cent. they should give up would be for the interest of the shareholders of that which in the end, if they were true to the Great North of England railway company either to amalgamate with the New-lent to 250l. per share, be a great deal company, as men of business, which he castle and Darlington railway company upon more. They were well aware how that

Great North of England railway to some way so extremely valuable, and so great a company of undoubted stability, provided boon to the shareholders. Mr. Oxley said the directors had as yet not less than 10 per cent. in perpetuity upon Mr. Allhusen inquired whom Mr. Oxley found it almost impossible to close that ac. the total cost of the line shall be guaranteed was alluding to?

the main reason.

GREAT NORTH OF ENGLAND RAILWAY COM- terms of perfect equality, or to lease the honorble gentleman had made his own rail-

count. As the traffic was increasing so to the shareholders, such guarantee taking Mr. Oxley declined to name the party, largely, a large increase of means was recommencement from the 1st of January though he believed his allusion was pretty quired for conducting that traffic. The last past. He feared, from the principles algenerally understood. Having got hold of directors, for instance, had decided for the ready laid down, that the proposition of such a good traffic first of all, he worked steadily safety of the line that the coal traffic should a resolution would be fruitless. But the on until he made 10 per cent. spon the be managed upon a different principle; and gentlemen assembled around him would see outlay; and being thus enabled to bring his they had resolved to order betwen five and that if his motion were carried, every 100l. six hundred waggons of an expensive charshare would be worth 250l.; every 40l. acter, to hold five tons each, which when share would be worth 100l. and every 39l. per cent. too, either of themselves, or by got would cost between twenty five and thir. share would be worth 75%. These were the additional traffic they brought upon the ty thousand pounds, if not more. But the weighty arguments. It was for the share main line. In this way the Great North of company were fully aware that that outlay holders to balance them. All that he (Mr. would yield a large interest for the future purposes of the shareholders. That expen-perfect conviction, from his own knowledge not only 10 per cent. upon their original diture must come into the capital account; —for he should not have brought it forward capital, but, before many years were over, and while the directors were most anxious without good ground—that if the proposition to pay 10 per cent. upon double the amount. to keep it as low as they could, it was of the should be agreed to, this railway might either (Applause.) And he asked them whether utmost importance they should take such be amalgamated with the Newcastle and they would, under such circumstances, be measures as would add still further to the Darlington on terms of perfect equality, or willing to part with a concern which he held the line might be leased in perpetuity at the to have within it a mine of wealth. (Hear, Mr. Allhusen should like to know the rate of 10 per cent. upon its total cost. A hear.) As a proprietor himself, feeling an highest amount they paid in the shape of friend of his would second the motion, and interest in endeavouring to get the best reif they chose to adopt it, they might after- turn he could, he should be very sorry to Mr. Oxley observed that gentlemen were wards accept either alternative. It was for accept the present offer, tempting as it aware that in the first beginning of the un-them to choose which, and they might appear. There were many other dertaking they had to borrow money at it. nothing like so cheap a rate as it could be Mr. Allhusen, in rising to second Mr. they should not, particularly at this junc-borrowed now. They were at low water, Shield's motion, must say that he had the ture, entertain such an offer. When he and were glad to get large sums lent them same high feeling for the undertaking which looked to the south, he saw great thank railat 5 per cent., and that for a good number their worthy chairman had expressed. He of years. Their bonds, however, were believed the Great North of England line continually running out, and the amount was one of the most valuable in the king sanction of Parliament, could not fail to which they borrowed at 5 per cent. was gradually being reduced and replaced by thus, he knew, likewise, that a price was at-infinitely more important than at present. money borrowed at 3½ per cent. He was tached to every thing; and he considered If the working of the line were extravahappy in being able to tell the shareholders that that if they could secure 10 per cent. in gant, and if any saving could be effected when all the money now borrowed at 5, 4½, perpetuity, they would make a most excelby placing the working in other hands, then and 4 per cent. should have been paid off, lent sale of the line. and substituted by money borrowed at 31 Mr. Oldfield addressed the meeting at management were bad, and if leasing the per cent., there would be a saving to the great length, contending that the Great line would place it in a better position, it company of 5,000l. a.year—(applause)— North of England railway was a perfect would be desirable to take such an offer into which, they would observe, was one-half line—that its prospects had greatly improved consideration. Or if the traffic of the railper cent. upon their shares. (Hear, hear.) ed, and were now equal to those of any way was rendered less valuable by competition, it might be desirable that the compet-The Chairman said, no doubt that was ing lines should be brought together. But the Great North of England had no compet-Mr. Jonassohn would not at present enter ing line; and he believed it was admitted and said, he should not detain the meeting into the question whether it would be advan- that on no railway in the kingdom were with any lengthened remarks in bringing for- tageous or disadvantageous to lease the line, greater facilities to be found—on which the ward a motion as an amendment upon the but his present impression he had no hesita- travelling was better—where the accommoreport, for the motion would speak for itself. tion in saying was, that it would not be ad-dation was greater or where civility to all He might expose himself to animadversion vantageous. (Applause.) Nevertheless, he parties was more complete. (Applause.) by so doing; for his proposition was cerdid think it was the duty of the directors to Therefore he held that upon all these points

down; though from what school of morals them that no damage to that prosperity unexpectedly, and he might almost say, so they were derived, he was at a loss to com- would be caused by an offer being made to unprecedentedly, brought before the meeting, that it was difficult to understand the ing the price upon it. (Laughter and much to tie their hands behind them, and go forth But this cannot be, so long, at least, as applause.) And that too, before they knew crying, "I am for sale?" (Loud applause our present system exists; it is not merely who their customer was, or whether there and laughter.) He said the worthy gentle-necessary that a projected line should be seen many large transactions of sale and themselves, while the gentlemen were not also as a mercantile investment, that it purchase conducted; and the plan was this. in a condition to be pledged. If they wish could be culculated on to pay. The majoriantee the purchase money. He begged to unbound, he deceived himself amazingly. ask the gentlemen whether they were mere. Mr. Allhusen said he was ready to forfeit ly proposing to the company to advertise one half of his shares to Mr. Baxter, if, once the country—will not be inferior, as a comthemselves for sale? or whether they had sanctioned, the bargain was not completed. any bona fide offer from any party ?- and if so, he called upon them to show their au- ing in a long and animated speech, contendthority, in order that the company might ing that Mr. Baxter had not treated the genknow whether it was now sought to entrap tleman who made the proposition fairly. it into a proposition which would damage it in public estimation, or whether they had speaker; his argument being to the effect support. Of those in the North Western a bona fide offer to make which would at that it was evident there was something pe- District, the first that claims our attention once raise the price of shares?

After a pause,

The Chairman said he thought the question well deserved an answer. As he said before, it was not an offer; and in speaking 9 only in its favour. The original motion has there been any line projected in Ireland to the proposers in technical language, he was adapted by a large majority. would say -" I know not who you are. For

whom do you appear?'

Mr. Allhusen said his friend and himself March, as originally intended. had very sufficient reason why they brought no seller. He believed the directors were of 15,000 shares, at 33l. 6s. 8d. each. not inclined to sell upon any terms. (Hear.)

The Chairman said the question was not whether the directors were inclined to sell,

ject all offers, what would be the use of mak-ing any? The person who would purchase had no opportunity of meeting the sellers, mended or reported against by that body. by the excellent water carriage on the lough otherwise such a course as that would not Nothing could give us greater pleasure than Ballyshannon, or will go by rail to Derry. be accepted. (Laught er.)

which the parties who made such a proposi- tend more to raise Ireland, from her low es- either be guilty of a wilful misrepresentation ought to act? Were they to have such tate, than opening up the country by means tion, or has never seen the country, and any

should advertise their property for sale, fix- for what purpose it was made? Were they tively free international communication. would be one or not. He had been accus- men placed themselves in a false position, beneficial to the country through which it tomed to business from early years, and had when they asked the proprietors to pledge passes, and the towns at either termini, but Some bona fide purchaser came forward, and ed to make a bona fide offer to lease or pur- ty of the lines, we formerly noticed, we conproposed to buy - showed a disposition to buy. chase, let them come forward like men of sidered as good investments; the Dublin A price was then stated, and the parties pro- business, declare what they came for, and and Cashel, so far as we can judge at preceeded to negociate. But it appeared this state their terms, and they would have an sent, will yield a fair return to the speculamotion was to be put without their actually answer. But he took upon himself to say, tors. The Dublin and Belfast Junction proknowing whether there was a purchaser in that if this gentleman without a name, and mises also a good return; and the Amagh, the field; or, if there was one, whether he without an explanation, expected the com- Coleraine, and Portrush Line, we have every was of quality and standing enough to guar-pany to bind themselves while he remained reason to believe, considered especially with

Mr. Mauleverer then addressed the meet-

culiarly desirable about the railway, or such is one projected from Enniskillen to Sligo-(Laughter and applause.)

As there was no "special train" for Newthat motion before the meeting. It was not castle (it was announced about this time pense, and that there can be no doubt but it put exactly in the shape the last speaker that there would be one to York), we were wished to make it appear -as if advertising obliged to leave the meeting as the chair. holders." Now this statement is very far the company for sale: for if he (Mr. A.) man was reading and getting the assent of from the truth; it will be of little public were offered 93 per cent, upon his shares he the meeting to other resolutions—the effect utility—there is no traffic on the line more would not take it; but he would accept 10. of which, as we understood, amidst consi-than sufficient to support a common stage -What they proposed was merely done by derable confusion, was, that the company car—the country is exceedingly difficult, way of opening the negociation. At pre- gave the directors power to form the branch and no railway could be constructed with sent, however, there was no chance of get- railways to Harrowgate, &c., and to Rich- either favourable gradients, or at any thing ting up the article, which might perhaps be mond, and to take powers next session for approaching to reasonable expense. sold. As Mr. Baxter said in general, the forming the proposed line to Leeds: and purchaser and seller met, and then the bar-that in order to effect these objects, a capital gain was closed. But in this case there was of 500,000l. should be raised by the issue

IRISH RAILWAYS.

In accordance with our promise, we rebut whether the two gentlemen were dispos- turn to the subject of railway communica- prospectus, as to the favourable levels and ed to buy? Who authorised them to bid? tion in Ireland. In a former number we great traffic? We hope not. Mr. Shield said it was quite unnecessary gave a sketch of the different lines projected to tell them who would purchase. If it in the North; and therefore our task is lima proposition made without being told that it of railways, and thus giving our Western proposition for establishing a railway here is was bona fide, from whom it emanated, and countrymen all the facilities of compara- a delusion—no merchant, either in Sligo or

reference to the density of the population-Mr. Allhusen said he was ready to forfeit the richness of the soil-and the flatness of mercial speculation, to any railway in Ircland. So far, our task is pleasant; but we must now reverse the picture, and notice some railway projects, which neither considered in themselves, nor in the manner in an offer would not be made to get it. capital, 400,0001.-37 miles long. The prospectus states that "it will pass through On the amendment being put, there were a very productive and populous country, nor that will be of greater public utility"-"that The dividend was declared payable on the traffic immediately available on the line the 25th of February, instead of the 4th is very considerable, and the levels of the country are favourable to the undertaking, the line can be constructed at moderate exwill prove highly remunerative to the share-

If shareholders can be found, which we doubt, to invest their money in this hopeful scheme, it would remunerate some one, but not those who subscribe for shares. We should like to see the sections, traffic tables, and engineer's report; does he pledge himself to the truth of the statements in the

A railway in this direction is not required; the country through which it is proposed is were the ethics of the worthy chairman that ited at present, to a description of those pro- mountainous, uncultivated, and very thinly they ought to remain independent, and re- jects in other parts of Ireland-the ma-populated. There is no trade or produce to be taken. It was quite plain, from the being able conscientiously to recommend to Any one who state thats a railway is possible speech of the chairman, that no offer would the notice of English capitalists, all the through the country described, at a reasona-Irish Railway schemes now before the publible expense, and that it would be likely to Mr. Baxter asked if that was the way in lic; for, we are satisfied that nothing would prove remunerative to the shareholders, must placed in the prospectus.

iron and coal field, the traffic on this line will, there is no engineering difficulty. in our opinion, be much greater than the projectors calculate. Let us now look to the west the line from Dublin to Cork, to be contern part of Ireland. The only railway ap- structed under the superintendence of the niscorthy, the villages of Stones and Gorey, proved of in this part of Ireland, is one to Irish Board of Works, (save the mark!) but and on by the coast to Kingstown and Dub-Galdway, through Athlone, starting from the Parliament very properly refused the job, lin. Bad as the others are this is worse, the Cashel line at Portarlington. The Dublin and left the field open to private enterprise. country poor and difficult to a degree, it and Mullingar line, with branches to Longford and Athlone, has been disapproved of; erick and Waterford stands next in importthis we cannot understand. The Great Wes- ance, and an important line it is without tern is rather a round to Galway, but it doubt; the portion from Limerick to Tiptakes in the important town of Athlone in perary will carry all the Dublin traffic, and its route, which is a sufficient justification there is no doubt but the produce of the infor the bend to that place; but, why the terior will be brought to Limerick by it for

Two other projects have just come outother has been disapproved of, we are at a shipment: the traffic to Waterford from loss to conjecture. We can well understand loss to conjecture. We can well understand Clonniel is at present very great, the land is why the branch from Mullingar to Athlone rich, populous, and well cultivated. We should be lopped off, but why the line to look on this as a very desirable investment. Longford should be, we cannot see the slight. The Cashel Company oppose this line strongest reason. By rejecting this to Longford, ly, or rather they wish to substitute a line of all hope of an extension to Sligo, a far more their own, going over the same ground, from important part than Galway, is lost, and the Tipperary to Limerick, and leaving the other towns of Carrick on Shannon and Boyle, portion alone; this is not quite fair—to se-for an extension from Athlone would be a lect the best paying portion, and leaving the directly competing line to the Shannon, on country without the other part, such policy which, as we before stated, the Government which, as we before stated, the Government as this will not answer; fair play must be have expended a large sum in rendering natheir motto, if they wish to succeed. What vigable, and they would be bound to oppose has become of the extraordinary pamphlet, the line thus competing.

By the present decision, if final, a district of country, from Westport to Balbriggan, the entire breadth of Ireland, and from for the present, but it is a good line and Enniskillen to Athlone, one quarter its easily made. length, is shut out from the benefits of railway communication, and this surely should not be. We hope that Parliament will reverse the decision of the Board of Trade, and allow the Dublin and Longford line to source of revenue, as will also be the paspass—minus the branch to Athlone. Neithsenger traffic, the country is very favorable
or of those lines present any engineering
difficulties, except passing the Shannon at
Athlone, and the Such at Ballinasloe, and
wheels;" this is an experiment, should it
Company, February, 1845. The

Enniskillen, has allowed his name to be a thickly populated and well-cultivated parallel, from Carlow (Cashel, R.), through Sligo and Shannon Junction Railway. does not admit of a doubt; that it will pay but what they are to carry puzzles us very This is a short projected line, from Lough now a reasonable per centage is equally cer. much, the trade of Wexford is almost nomi-Allen to Lough Gill, eleven miles, and will tain. What would add greatly to its trade nal, and the passenger traffic less; the counmake Sligo the port of that noble river, the and utility would be the construction of that try very poor, thinly populated, and difficult. Shannon, on which the Government have portion of the Direct Limerick and Cork expended 700,000%, in rendering it naviga. (rejected), between Limerick and Charle. Ross is not touched on by either; what the ble for steamers of 150 horse power. There ville; this would give a direct line between object of the companies can be we do not is, at present, no outlet for the trade but Limerick and Cork, and we believe the por- know, unless it be to bring down the Carlow Limerick, distant 160 miles, from Lough tion referred to would pay for itself, it runs pigs to the Wexford steamers, howevert Allen; it also passes through the Arigna through the richest land in Ireland, and somebody will benefit by it, certainly not

The whigs wanted to get 2,500,000l. for

To this invaluable undertaking, the Limpublished concerning this Limerick and Waterford line?

Limerick to Ennis has been abandoned ing degree.

The country is exceedingly difficult in

Kilkenny and Waterford has been approved of, and justly so, the trade in coal, lime, &c., will be very great, and the carriage of agricultural produce will be a good

country, that it ought to pay them 8 per cent., N. T. Bung and Enniscorthy to Wexford, the shareholders.

The Waterford and Kingstown begins at Waterford, passes through New Ross, Ennever can pay.

Cork and Bandon is a line of merely local importance, it should, however, have been carried round by Kinsale, as proposed by Vignolles; this line is difficult and cannot

viz., from Cork to Killarney, and from Killarney to Tralee, Limerick, Nenagh, and Roscrea, where it joins the Dublin and Cashel; these are, in point of fact, but one line from Cork, through the county Kerry, Limerick, and Tipperary, winding like an enormous serpent through towns and villages without any specific object in view, but to string them on a line, and without regarding the existing railways. We are really surprised at such projects as these being brought forward, they injure legitimate enterprise, and prevent those who burn their fingers in them, from contributing to really good projects, and retard the improvement of the country in a correspond-

Kerry, particularly in order to obtain a fa-vorable gradient, some of the cuttings and embankments should be at least 200 feet high, and tunnels without end; the line as projected, or indeed any line here is, in point of fact, impracticable.

these are more expensive than difficult, both succeed, great good will be gained, and if been so far advanced, as to allow of the conlines ought to pay, if properly and economically constructed.

The Kilkenny junction of anthracite coal, which paid as tolls \$3,-The southern district now claims our at- has been postponed, why we cannot ima- 143 17. The road extends from Broad, or tention; and the first in place, as in impor- gine; by this postponement, the Waterford Thick Mountain, six miles along the course tance, is the extension of the Cashel from and Kilkenny folk are deprived of a speedy of Good Spring Creek, to the railroad of the Thurles on to Cork. We have no hesitation in prophesying, that Cork will be the should, in the first instance, have been joined Basin at Pine Grove. The grade is descendpacket station for America-we may live with the Kilkenny and Waterford, and un- ing from the mines, so that cars run down to see it. Its magnificent harbour, its der the one management, they would then by the force of gravity. Connections can spleudid establishments, render it peculiarly pay well.

be made between this road and one to connect with the Baltimore railroad, or with the Baltimore railroad, or with American packet station it must become: ful are the proprietors of the Waterford and when this takes place, and it is only a question. What in the name of all that is wondernect with the Baltimore railroad, or with the Reading railroad, at \$10,000 a mile when this takes place, and it is only a question. The passage of 30,000 with good T rail. tion of time it will be similar in its charac. the Wexford, Carlow and Dublin Junction tons of coal is the estimate for this season, ter to the London and Holyhend, of which is more it would, in fact, be the extension, but not the poorer the country the greater the number of the construct, and passing through ber of schemers. The two last-mentioned run cost of the road—\$73,277.—U. S. Gazette.

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ondon and South Western		2,222,10 2,100,00	690 586	0,2,596,291 6,1,923,699	68,457		1 12 6			13	Richa	astle and	W End	June	700
anchester and Bolton		778,10	0 197.730	773,743	8,585			4 10 0	93	1105	Scottis	sh Centr	al	June.	700
anchester and Leeds and Hull	81	2.937.50	01,943,932	23,921,593	46.653	156,761		71. a 101	60	88	Sheffie	eld and	Lincoln	shire.	650
idland railway	178	5,158,90	01,719,630	6,279,056	76,983	281,898			100	965	Shrew	sbury a	nd Gd.	Junc.	400
ewcastle and Carlisle		878,24		1,135,069			4 00	4 0 (100	105	Shrew	. Wolv.	Dudly	& B	900
eweastle and Darlington	23	500,000				18.466		nihil.	21	49	Trent	Valley London	Ewtone	ion	900
ewcastle and North Shields		739,20		309,629 51,015,447			2 10 0	6 16 8	100	104	West	London Vorkshi	Extens	ion.,.	1,000
aris and Orleans		1,600,00		1,978,415		01,101	0 16 0	8 0 0	20	39	White	haven a	and Ma	ryport	100
aris and Rouen		1,440,000			31,247	91,171		8 0 0	20	38	F	RENCH R	AILWAY	S.	
reston and Wyre				355,161								gne and	Amier	ns	1,500
heffield and Manchester			311.759	951,455 73,464,172			0 10 6			93 9	Centra	al of France and A	ance		1,280
outh Eastern			0 154,785				0 10 6		100	55	Orlean	ns, Tour	S& Por	deaux	2,400
lster	25	519,15				13,856	0 15 0	5 18	29	37	Paris	and Lyo	ons	ucuux	2,500
armouth and Norwich	201	187,50	62,500	230,250				nihil.	16	25	Paris	and Orl	eans		1,600
		1,062.500			27,132	55,752	2 10 0	10 0 0	50	100 9	Paris	and Ro	uen		1,4,
ork and N. Mid. and Leeds and Se				$\sim\sim$									$\sim\sim$	~~~	Pre
ork and N. Mid, and Leeds and Se	~~~	m	~~~		7	~~~	~~~	~~~	Nun	of I	Am't. of	Amount	Div. p.c.		
ork and N. Mid, and Leeds and Se	Miscell Am't. of	aneous.	Div. p.c.	Last Prese	en to	VAME O	F COMPA	NY.	Nun sha	res.	Am't. of share	Amount paid.	Div. p.c. per ann.	price.	
NAME OF COMPANY. Steam and Name of Company. Num. of shares.	Miscell Am't. of share.	aneous. Amount paid.	Div. p.c. I per anu. p	rice. pric	e. Lous	ghborou	gh		sha	70	Am't. of share 1423	Amount paid.	Div. p.c. per ann.	1140	pr
NAME OF COMPANY. Num. of shares. 10,000	Miscell Am't. of share.	Amount paid.	Div. p.c. per anu. p	rice. pric	Loug Mon	ghborou mouths	gh eire		sha	70 2,409	Am't. of share 1423 100	Amount paid. 1421 100	Div. p.c. per ann. 70 10	1140 160	160
Steam and N. Mid, and Leeds and Se Steam and NAME OF COMPANY. Inglo Mexican Mint	Miscell Am't. of share.	Amount paid.	Div. p.c. per anu.	57 157 2	Lous Mon Melt	ghborou mouths	gh eire wbrav		sha	70 2,409 250	Am't. of share 1423 100 100	Amount paid. 1421 100 100	Div. p.c. per ann. 70 10 10	1140	16
Steam and Se Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint	Miscell Am't. of share. 10	Amount paid.	Div. p. c. per anu. p	rice. price 154 2	Loug Mon Melt Mer	ghborou mouths on Mov sey and	gh eire wbray Irwell	• • • • • • •	sha	70 2,409	Am't. of share 1423 100 100 100	Amount paid. 1421 100	Div. p.c. per ann. 70 10 10 10	1140 160 117	166 11'
Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint Inti Dry Rot Steam and Se Num. of shares. 10,000 10,000 5,700 eneral heam Navigation t Western Steam Pa	Miscell Am't. of share. 10 100 15	Amount paid. 10 181 35	Div. p. c. per anu. p 1 1 1 1 1 1 1 1 1	71 27 27 55	Loug Mon Melt Mers Mac	ghborou mouths on Mov sey and clesfield	gh eire wbrav		sha 2	70 2,409 250 500 1,000 247	Am't. of share 1423 100 100 100 100 100 100 100	Amount paid. 1421 100 100 100	Div.p.c. per ann. 70 10 10 10 21 17	1140 160 117 15 365	166 11'
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Steam and Se Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint. Inglo Mexica	Miscell Am't. of share. 10 100 15	Aneous. Amount Paid. 10 184 35 14 100 6 1	Div. p.c. per anu. p 1 1 1 1 1 1 1 1 1	rice. price 51 151 2 41 71 27 5 61	Mon Melt Mac Mac Neat Oxfo	ghborou mouths on Mov sey and clesfield th ord	gheirewbray Irwell		sha 2	70 2,409 250 500 8,000 247 1,786 1,418	Am't. of share 1423 100 100 100 100 100 100 333	Amount paid. 1421 100 100 100 100 100 100 331	Div.p.c. per ann. 70 10 10 10 21 17 30 21	price. 1140 160 117 15 365 505 25	166 111 1 36 2
Steam and Se Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint. Ini Dry Rot. Steam and Se Num. of Shares. 10,000 10,000 5,700 20,000 t Western Steam Pa Steropolitan Wood Pav. Iteropolitan Wood Pav.	Miscell Am't. of share. 10 15 10 1 50	Amount paid. 10 18\frac{1}{2} 35 14 100 6 1 50	Div. p.c. 1 por anu. 1 1	rice. price. 151	Mon Melt Mac Mac Neat Oxfo	ghborou mouths on Mov sey and clesfield th ord ents or I	gheirewbrayIrwell		sha 2	70 2,409 250 500 3,000 247 1,786 1,418 500	Am't. of share 1423 100 100 100 100 100 100 333 125	Amount paid. 1421 100 100 100 100 100 100 331 125	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6	price. 1140 160 117 15 365 505 25 120	16- 11' 136 2 12
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Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint	Miscell Am't, of share. 10 100 15 10 10 10 10 10 10 10 10 10 100 10	ancous. Amount paid.	Div. p. c. per anu. 1 10 2 5 5 7 7 6 4 1 10 10 10 10 10 10 10 10 10 10 10 10 1	rice. price. 154 154 27 27 27 56 64 114 65	e. Loug Mon Melt Mac Neal Oxfo Shro Som Staff Stou	ghborou mouths on Mov sey and clesfield th ents or 1 ppshire erset co ford and wsbury.	gheirewbrayIrwellLoncon	ster	sha 2	70 2,409 250 500 3,000 247 3,786 4,418 500 800 700 500 300	Am't. of share 1423 100 100 100 100 100 100 100 100 100 10	Amount paid. 1421 100 100 100 100 100 125 150 140 125 145	Div.p.c. per ann. 70	price 1140 160 117 15 365 505 25 120 123 480	166 11' 1.36 2.12' 1.93 4.8 2.3
Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint. Inti Dry Rot. Strain Trust Company eneral hteam Navigation to Western Steam Pa It Western Steam Pa It Lastic Pav. Steam And Steam Pa It Lastic Pav. Steam And Steam Pa It Lastic Pav. Steam Pa Steam And Steam Pa 10,000 10,000 11,493 Steam Packet 15,000 10,000 11,493 Steam Packet 15,000 10,000 11,493 Steam Packet 15,000 10,000 10,000 11,493	Am'to share. 10	aneous. Amount paid. 10 184 35 14 100 6 6 1 50 40 100 60 5 5	Div. p.c. per anu. 1 1 1 1 1 1 1 1 1	rice. price. 57 157 22 157 27 55 67 113 65 104 37	Monday Melt Mac Mac Mac Neaf Shree Staff Stou	ghborou mouths sey and clesfield thord ents or I pshire erset co ford and wsbury trbridge udwater	gheirewbrayIrwellLoncon	ster	sha 2	70 2,409 250 500 3,000 247 ,786 1,418 500 800 700 500 300 200	Am't. of share 1421 100 100 100 100 100 100 100 125 150 140 125 145 150	Amount paid. 1421 100 100 100 100 100 100 331 125 150 140 125 150	Div.p.c. per ann. 70	1140 160 117 15 365 505 25 120 123 480 230 360	166 11' 1.36 2.12' 1.93 4.80 2.30 3.60
Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint. Inglo Munt. Inglo Mexican Mint. Inglo Mexican Mint. Inglo Mexican Mint. Inglo Mint. Inglo Mexican Mint.	Miscell	Amount paid. 10 184 35 14 100 6 1 50 40 100 60 5 73	Div. p.c. per anu. 1 1 1 1 1 1 1 1 1	rice. price. 57 157 22	e. Loug Mon Melt Mac Mac Neal Neal Ness Shre Shre Stur	ghborou mouths on Mov sey and clesfield th ents or 1 ppshire erset co ford and wsbury. tridge udwater udwater unsea	gh	ster	3 3 1 21	70 2,409 250 500 3,000 247 ,786 1,418 500 700 500 300 200 533	Am't. of share 1421 100 100 100 100 100 100 100 100 125 150 140 125 145 150 100	Amount paid. 142\(\frac{1}{4}\) 100 100 100 100 100 100 100 100 125 150 140 125 145 150 100	Div. p.c. per ann. 70	1140 160 117 15 365 505 25 120 123 480 230 360	160 11' 11' 36 212' 12' 12' 48' 23' 36'
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Steam and Se Steam and Se NAME OF COMPANY. Inglo Mexican Mint. Inti Dry Rot. Inti Dr	Miscell	Amount paid. 10 18\frac{1}{4} 35 14 100 6 1 50 40 100 6 5 7\frac{1}{4} 50 50 6 1 50 6 6 6 6 6 6 6 6 6	Div. p. c. P P P P P P P P P	rice. price. 57 157 2 2 444 2774 27 5 66 114 65 37 156 37	e. Louge Mon Melt Mac Mea Neal Neal Shro Som Staff Shre Stou Stre Tha Wa	ghborou mouths on Movey and clesfield th	gheirewbrayIrwellIrwellLoncon	ster	5 3 3 2 1 2 1 2 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1	70 2,409 250 500 3,000 2,786 4,18 500 800 700 500 300 203 3,762 2,600 8,149	Am't of share 1421 100 100 100 100 100 100 100 1150 125 140 125 145 150 100 261 50 191	Amount paid. 142‡ 100 100 100 100 100 100 100 125 140 125 140 125 140 125 140 125 140 126 100 100 100 100 100 100 100 100 100 10	Div. p.c. per ann. 70 10 10 10 2\frac{1}{2} 17 30 2\frac{1}{4} 6 7\frac{1}{4} 19 15 5\frac{1}{4} 65 10\frac{1}{4} 10\frac{1}	1140 160 117 15 365 505 505 120 123 480 230 360 240 30 495 10 167	166 111' 1.366 2.122 1.93 4.8 2.33 3.66
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Steam and Se Steam and NAME OF COMPANY. Inglo Mexican Mint. Inti Dry Rot. Strain Trust Company eneral hacam Navigation to Western Steam Pa Iteropolitan Wood Pav. Iterop	Am ² t. of share. 10	Amount paid. 10 18\frac{1}{35} 14 100 6 1 50 40 100 79 100 100 do. do. do.	Div. p. c. per anu. per anu. 10 2 2 2 5 6 4 1 10 10	rice. price. 57 2 157 2 157 27 157 27 15 66 1 12 104 166 17 170 160 160 160 160 160 155 165 105 105 105 105 105 105 105 105 105 10	e. Louge Mon Melt Mac Mea Neal Shre Shre Ston Staff Shre Tre The Wa Wa Birn East Grai	ghborou imouths on Movey and clesfield th	gheirewbray Irwell Loncon al Why & R. Mersey d Medward Birm nd Napt n L. B. Ai and Salt	ster iy ingham.on	shaasa saasa s	700 2,409 250 5500 8,000 247 7,786 500 300 200 533 3,762 2,600 986 1418 000 600 600 600 600 600 600 600 600 60	Am't of share 142‡ 100 100 100 100 100 100 100 125 150 145 150 145 150 100 26‡ 50 19‡ 100 Work 25 100 av.	Amount paid.	Div. p.c. per ann. 70 10 10 10 10 2\frac{1}{4} 17 30 2\frac{1}{4} 6 7\frac{1}{4} 25 12 14 19 15 5\frac{1}{4} 65 10\frac{1}{4} 8\frac{1}{4} 8 8 8 8 8 8 8 8 8	price 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	pr 166 111
Steam and Second and S	Am ² t. of share. 10	aneous. Amount paid. 10	Div. p. c. per anu. per anu.	70 70 80 180 164 37 134 135 365 365 560 250 105 440 440	e. Louge Mon Melt Mac Mea Mac Neal Mac Stron Stron Stron Stron Mac	ghborou imouths on Movey and clesfield th	gheirewbrayIrwellll	ster	sha	700 2,409 2500 5000 247 1,786 1,500 800 700 200 500 200 500 200 1,418 2,600 200 1,448 1,500 1,50	Am't of share of share of share of share of share of the	Amount	Div. p.c. per ann. 70 10 10 10 10 2½ 17 30 2½ 6 7½ 25 12 14 19 15 5½ 65 8½ 8½ 8½ 8½ 5 5	price 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	pr 166 111
Steam and Second and S	Miscell Am't.ol share. 10	Amount paid. 100 18\frac{1}{2} 35 14 100 6 1 100 6 1 100 6 1 100 6 1 100	Div. p.e. per anu. per anu.	rice. price. 57 2 2 157 2 2 157 2 2 157 2 1 157 2 1 157 2 1 157 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e. Louge Mon Melt Mac Mea Mac Neal Mac Stron Stron Stron Stron Mac	ghborou imouths on Movey and clesfield th	gheirewbray Irwell Loncon al Why & R. Mersey d Medward Birm nd Napt n L. B. Ai and Salt	ster	sha	res. 700 2,409 2,250 500 6,000 6,000 6,000 6,000 700 500 300 500 533 3,762 2,6149 980 11,800 980 11,500 1,500 1,500 1,500 1,500 1,500	Am't of share of shar	Amount paid.	Div. p.c. per ann. 70 10 10 10 10 17 30 21 6 71 25 12 14 19 15 55 12 10 8 10 8 7 2 8 8 7 2 8 8 8 8 8 8 8 8 8	price 1140 160 117 15 365 505 25 120 123 480 230 360 240 39 10 167 122 28 223 88 57	pr 166 112 183 366 248 233 366 244 33 16 22 22 9 5 5
Steam and Section and Leeds and Section and Name Of Company (Inti Dry Rot. 10,000 (Inti	Am ² t.ol share. 10	Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100 79 100 100 do.	Div. p.e. per anu. per anu. 1	70 70 70 80 180 160 131 131 135 365 250 250 10 440 440 1611 200	e. Louge Mon Melt Mer Mac Neal Oxfc Regg Shro Staff Shre Stou Stro Stro Stro Shre Wa	ghborou imouths son Movey and clesfield th	gh. eire wbray Irwell. Loncon Loncon Why Why Medwa Medwa Medwa Medwa L. B. An and Salft S. Londelesex	ster ail Av. ingham. on ord don	sha sha sa	res. 700 2,409 2,500 5,000 2,478 5,000 5,418 500 500 533 3,762 2,600 8,149 980 1,500 1,500 1,500 1,500 3,486 1,500 3,486	Am't of share of shar	Amount	Div. p.c. per ann. 70 10 10 10 10 17 17 17	price 1140 160 117 15 365 505 25 120 123 480 230 360 30 495 10 167 122 28 223 88 57 55 55 126	pr 166 112 183 366 248 233 366 244 33 16 22 22 9 5 5
Steam and Second and S	Miscell Am't.ol share. 10	Amount Paid 100 18\frac{1}{4} 100 6 1 100	Div. p.e. per anu. 1	70 70 70 166 164 37 154 165 165 165 165 165 165 165 165 165 165	e. Louge Mon Melt Mac Nea Nea Nea Stro Stro Stro Stro Stro Stro Stro Stro	ghborou imouths on Movey and clesfield th	gheirewbrayIrwellIrwellLoncon	ster ail Av. ingham.on ord don	sha sha sa	res. 700 2,409 2,250 500 6,000 6,000 6,000 6,000 700 500 300 500 533 3,762 2,6149 980 11,800 980 11,500 1,500 1,500 1,500 1,500 1,500	Am't of share 1423 100 100 100 100 100 100 100 125 150 145 150 100 261 100 Work 25 100 av. av.	Amount	Div. p.c. per ann. 70 10 10 10 10 17 30 21 17 30 25 12 14 19 15 5 65 10 8 10 8 10 10 10 10	price 1140 160 117 15 365 505 25 120 123 480 230 360 240 360 167 122 28 223 88 57 55 126	pr 166 117 18 363 122 123 133 486 234 33 366 244 33 366 242 366 36
Steam and N. Mid, and Leeds and Se Steam and NAME OF COMPANY. Inglo Mexican Mint	Miscell Am ² t.ol share. 10 10 15 10 1 10 15 10 10	Amount paid. 100 18\(\frac{1}{2} \) 19\(\frac{1}{2} \) 100\(\frac{1}{2} \) 10	Div. p.e. per anu. per anu. 1	rice. price. 57 157 27 157 27 15 15 15 15 15 15 15 1	e. Louse Mon Melt Mac Neal Oxfc Shro Stor Stor Stare Tha Wa Birn East Gran New Wes	ghborou imouths on Movey and clesfield th	gheirewbray Irwell Loncon al al Why & R. Mersey d Medwa nd Birm nd Birm nd Birm L. B. Ai and Salit t. S. Lone lesex I Dock Jock Jock Jock Jock Jock Jock	ster	sha	res. 70 7,409 250 5500 800 947 786 800 700 200 5500 300 200 5500 30,762 2,600 8,149 986 4,433 4,500 1,500 1,500 1,000 1,000	Am't of share of shar	Amount	Div.p.c. per ann. 70 10 10 10 10 17 30 2 6 7 12 14 19 15 5 12 14 19 15 5 16 8 10 10 10 10 10 10 10	price	166 117 18 368 25 122 123 366 248 233 366 241 30 10
Steam and N. Mid, and Leeds and Sex Steam and N. Mid, and Leeds and Sex Steam and N. Mid, and Leeds and Sex Steam and N. Mid. Name of shares. Inglo Mexican Mint	Miscell Am ² t.ol share. 10 10 15 10 1 10 15 10 10	Amount Paid 100 18\frac{1}{4} 100 6 1 100	Div. p. c. per anu. per anu.	70 70 70 70 80 180 160 160 160 160 160 160 160 160 160 16	e. Louge Mon Melt Mon Neal Neal Neal Shre Ston Staff Shre Ston Stro Hac Wa Wa Wa Com Com Staff Shre Stou Stro Stro Stro Stro Stro Stro Stro Stro	ghborous mouths on Movey and clesfield th	gheirewbrayIrwellIrwellLoncon	ster ail Av. ingham. on ord don	3,238 3,238	res. 70 70 70 70 70 70 70 70 70 70 70 70 70	Am't. of share of sha	Amount	Div. p.c. per ann. 70 10 10 10 10 17 30 21 17 30 25 12 14 19 15 5 65 10 8 10 8 10 10 10 10	price 1140 160 117 15 365 505 25 120 123 480 230 360 240 360 167 122 28 223 88 57 55 126	pr 166 112 183 366 248 233 366 244 33 16 22 22 9 5 5

WORKS AND CANALS, ETC.	
Income. Expend. Income. Expend. 13 to 17 feet wide, and 80 to 90 feet	and the loc
The six millions paid to the	anal fund
16,557 10,953 24,618 14,443 auction and salt duties are no	included i
The Contract	
8,140 14,486 14,385 12,740 Black river canals require lar 16,195 15,967 22,179 15,960 completion, the interest of which	sums for
461 3,674 1,498 3,951 is much greater than the estima	d gross in
1,880,310 of these canals when finished.	The sum
······quired to complete these two ca	als are \$2.
12,292 13,819 19,611 15,557 000 and \$600,000, making the	total cost v
225 2,239 621 1,636 finished \$5,553,000 and \$2,409,9 29,147 22,742 56,165 28,599 ture incurred on estimated income); an expe
29,147 22,742 56,165 28,599 ture incurred on estimated inco 7,281 5,386 be liberal,) of \$39,000 and \$14,	es (admitt
109,278 22,870 The total receipts from the w	ly respecti
The total receipts from the w	for 1844
381 164,326, and the cost about 30 m	lions.
440.000 200.007 rive - 1 4044	ollows:
Canal tolls,	578
to a second desired tolls.	- 252
Mount power,	- 319
Trucks,	- 13
101,949 57,633 of which \$585,922 is from 118 1	les of raili
4,757 5,886 4,139 and \$578,494 from 550 miles of	anai.
68,640, 38,826 77,841 22,341 The canals of Ohio are sup	ried by a
8,291 12,723 14,741 perty tax of 5½ mills on the do unfield 153 miles of canal in the State,	r. Inere
	393 the
242 754 132 200 242 711 112 210 1st Jan. 43 being \$15.577.233.	the increase
25 000 C 400 48 500 19 817 44 over 43 is only \$43,770, the	gh the year
one polocy i here i opo has exhibited a greater increas	hroughou
7,251 1,782 8,747 2,929 country than ever before known	
These 21 millions on sundry	rorks viel
income whatever.	3.01
	ve 6 per c
149,987 75,960 211,170 89,420 and is the only State work—the	Erie canal
24,064 7,907 60,341 70,000 cepted—which is able to stand a	ne.
1843. Div. 1844. Div. Value of REMAI	
ross. Nett. cent. Gross. Nett. cent. stock.	.55.
We may, perhar	
time be enabled to	
7,637 lars of all these car	
The Chesapeake 26 is not yet comple	
9,795 102,221 190,693 120,624 31 mines, hence its tri	
The enlargement	of the Sch
kill canal has been	ommenced
The Morris cans	was lately
9,623 53,327 131,491 81,455 of its cost. It is sa	one fourt
9,623 53,327 131,491 81,455 of its cost. It is sa	in the par
inat it is to be entar	a. we n
seen no report, nor	
pointment of any e	meer.
23	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Size of locks.  Length of Width.  Depth on mitre sill.  Cort.  Co	ncome.
chamber. Width. mitre sill. Bottom Surface. Sept. 1843. 184	1844.
feet. feet. feet. feet. 3,948,572 2,485,572 6	558
150   26 1-2   8 1-2   45   81	
150 26 1-2 8 1-2 35 71	
200 45 9 45 85	11
200 45 9 50 90	
200 45 .9 50 .90 672,498 973	
200   45   9   50   90	
200 55 9 100 150 865,372 1,665,663	
200 45 9 80 120 1,190,087 275,426	100
	288
120 24 6 36 60 200,000 440,000	109
	RKS.
Gross. Nett. dent. Gross. Nett. cent. stock.	-
00 330,203 130,703 10 31	

	1	Leng		1	Loans	RAIL Number		184		Div.	1844	4. 11	Div.	Previ-	SALE Week en	ndin
	RAILROADS.	mile		Cost.	and debts.	of	on	Gross.	me.	per	Incom	me.	per	ous prices	April Shares, 1	d.
fe.	1 Portland, Saco and Portsmouth	50		1,200,000		Mares.		89.997	Nett. 47,166	cent.	Gross. 124,497	Nett. 74,841		1131	83 1	
H.	2 Concord	35						09,997	47,100	1	154,457	14,041	12	701	26	
ass.	3 Boston and Maine	56		1,485,461				178,745	68,499	6	233,101	86,401		110		110
14	4 Boston and Maine extension	17	1-4	455,703	unfin.											
33	5 Boston and Lowell	26		1,863,746				277,315	144,000		316,909			1201		120
13	6 Boston and Providence	41		1,886,135	none.	18,600	100	233,388	110,823		282,701			1081		
11	7 Boston and Worcester	21		2,914,078	not stated		• • • •	404,141	162,000	6	128,437	195,163	75	1161	33	118
	8 Berkshire	21		280,000	noi stated		• • • •		17,500	7	17,737 34,654	13.071	51	701		83
	10 Eastern.	54		2 388.631		• • • • • •		279 563	140 595	6	337,238			1092	21	
	11 Fitchburg.	50		1.150.000	instopn'd			213,000	110,000		42,759			129	38	
33	12 Nashua and Lowell.		1-2	380,000	justopn'd			84,079		Q	94.588	34.944		121		
1.0	13 New Bedford and Taunton	20		430,962				50,671	24,000	6	64,998	24,000	6			
**	14 Northampton and Springfield			172,883	unfin.											
11	15 Norwich and Worcester	59		2,170,366		16,535	100	162,336	24,871		230,674	99,464	3	701	6,515	70
66	16 Old Colony			63,075	unfin.				******				• • • •	102	28	132
22	17 Stoughton branch	11		250.000	unfin.				20,000		04 600	90,000	8	118		• • •
22	19 Vermont and Massachusetts	11		200,000	200				20,000	0	30,007	20,000	0	110		* *
66	20 West Stockbridge	3	• • •	41.516	2 2 H		1 1 34 3						4			
66	21 Western, (117 miles in Mass.,)	156		7,686,202	4,686,202 506	30,000		573,882	284,432		753,753	439.679		1021	1,032	
66	22 Worcester branch to Milbury			8,431	506						,					
88	23 Housatonic, (10 months,)	74		1,244,123							150,000			82	86	3
on.	24 Hartford and New Haven	38		1,100,000			100						6	89		• •
11	25 Hartford and Springfield		1-2				100						• • • •			• •
T.	26 Stonington, (year ending 1st Sept.,)	48		2,600,000 336,211		13,000	100	113,889	F 500		154,724	79,845		41	1,975	4
. Y .	27 Attica and Buffalo	31 78		1,796,343		14 000	100	190 002	7,522		73,248 237,667	48,033	0	100	18	
16	28 Auburn and Rochester	26		766 657		,	1331	86 991	97 394		237,007	50 544		106 116		
16	30 Buffalo and Niagara	22		200.000		1.500	100	00,201	21,334		30,138	52,544	D	100		• •
66	31 Erie, (446 miles,)			5,000.000	)	1,000				1				311	1,083	3
66	32 Erie, opened	53							48 (XX)		1196.090	1 50 0751			-,505	
66	33 Harlem	26		1.206.23	1					1	140,685	62,399		70	825	6
44	31 Hudson and Berkshire	31		575,613	3		50				35,029			14		
66	35 Long Island.			[1,610,22]	1 392,340	29,846					153,456			751	5,400	
	36 Mohawk and Hudson	17		1,317,893	400,000	10,000	100	69,948	58,780		79,804			641	325	
8	37 Saratoga and Schenectady	22		303,658	3			42,242	3,000	1	34,666					
11	38 Schenectady and Troy		1-2	640,800		10000		28,043			32,646		0			
66	39 Syracuse and Utica			1,115,89	none.	16,000	02	163,701	72,000		192,061			115	• •	
66	10 Tonnawanda.			180,000	Ď			10,221			114,177	75,865	5			
44	11 Troy and Greenbush			475 80	1			1 44 305	91 000		20 500	9,971	24			
13	13 Utica and Schenectady			2.168.16	none.	20.000	100	277 164	180,000	0	331 939	199'094	8	129	58	19
ī.J.	11 Camden and Amboy			3.200.00	0			682,832	383.880		784 191	404 956		1101	43	
66	15 Elizabethtown and Somerville			1 500.00					1	1		1	1.			
2.3	16 Morris and Essex															
8.6	17 New Jersey			19.000.00			1		1	1				031		١.
11	18 Paterson			500,00	0								6	85		١.,
Pa.	49 Beaver Meadow			1,000,00	0											1
66	50 Cumberland Valley	46		11,250,00	0											
66	51 Harrisburg and Lancaster 52 Hazleton branch	36		120,00	0									30		
**	53 Little Schuylkill			900.00	0								• • • • •			
88	51 Blossburg and Corning	40		600,00	0											
23	55 Mauch Chunk			100.00	0											
11	56 Minehill and Schuylkill Haven	18		1 315 00	(K				1	1 19		1	1	1431	10	15
3.3	57 Norristown	20	)	800.00	0				1			1		61	135	
66	58 Philadelphia and Trenton	*  30	)	400.00	0									104		
55	59 Pottsville and Danville	. 29	1-5	2 1.500.00	0											
66	60 Reading	. 94	1	9.457.57	07,447,57	40,20	1 50				597 613	343 511		50₺	4,110	1
66	61 Schuylkill valley			1,000,00	0			00000								1.
**	62 Williamsport and Elmira			400.00	0			20,000	200 000			1210 000		42.		1.
11	63 Philadelphia and Baltimore			600.00	0			43,04	200,000			210,000				
Del.				7 693 60	0			575 92	279 40	2	658,620	346 946	1	481		1.
Mٍd.	66 Baltimore and Susquehanna		-					313,20	213,40	•	000,020	340,940		481	200	
46	67 Baltimore and Washington			1.800.00	0			177.22	71 69	1	219 100	104 590		84	200	4
Va.	68 Greensville and Roanoke		719	2   960 00	MN				1							
86	69 Petersburg and Roanoke	* 60		969.88	0						199 871	79.898	3			1.
**	70 Portsmouth and Roanoke	. 78	8 1-	21 850.00	0											
66	71 Richmond and Fredericksburg	* 6	1 1-	211 200 M	M											
66	72 Richmond and Petersburg,,	* 25	2 1-	2 700,00	00								i			
	73 Winchester and Potomac	* 39	4	500,00	00			• • • • • • • • • • • • • • • • • • • •								
11	74 Raleigh and Gaston	1 8		2 1,360,00	0										1000	
	The Aller in many and Dalaish			1,000,00	0		1		• • • • • • • • • • • • • • • • • • • •			140 200			12,853	3
1. TC	75 Wilmington and Raleigh,			5,671,45	2	34,41	0 75	201 46	77 45	6	. 532,871	1 140,196	2 3			
. C	76 South Carolina	136	C					201,40	2 93 10	0	328,42	100,704				1.
7. C	76 South Carolina	6			3		1	1441,00	-1 4747.147							. 1 .
7. C	76 South Carolina	196	0	2,581,79	M			1248 02	61159 20	71	0.49 00	6 147 509	2			
Ga.	. 76 South Carolina 77 Columbia 78 Central 79 Georgia	. 196 . 14	0 7 1-	2,581,79 2,650,00	00			248,02	6 158,20	7	. 248,09	6 147,523	3			. .
Ga.	.76 Sonth Carolina. 77 Columbia. 78 Central. 79 Georgia. 80 Lexington and Ohio.	. 196 . 14 . 4	0 7 1- 0	2,581,79 2,650,00	00			248,02	6 158,20	7	248,09	6 147,523	3			:
Ky.	.76 Sonth Carolina. 77 Columbia. 78 Central. 79 Georgia. 80 Lexington and Ohio.	. 196 . 14' . 44	0 7 1- 0 0	2,581,79 2,650,00	00 00 00 V0			248,02	6 158,20	7	248,09	6 147,52	3			
Ga. Ky.	.76 Sonth Carolina. 77 Columbia. 78 Central. 79 Georgia. 80 Lexington and Ohio.	196 . 196 . 14' . 46 . 40	0 7 1- 0 0 0	2,581,79 2,650,00 500,00 450,00	00 · · · · · · · · · · · · · · · · · ·			248,02	6 158,20	7	. 248,09	6 147,52	3			

communications by Monday morning at latest.

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Great North of England railway company-	re-
neral meeting	243
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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

#### Thursday, April 17, 1845.

WESTERN RAILI	ROAT	0.—	Rec	eipts for th	he week er
ing March 29:				1845.	. 1844.
Passengers,	-		-	\$5,116	\$3,704
Freight, etc.,		-		6,821	5,503
Total,	•		-	\$12,775	\$9,207
Week ending A	pril	5:		1845.	1814.
Passengers,	٠.		-	\$5,338	\$4,818
Freight, etc.,		-		6,236	4,318
Total,	-		-	\$11,574	\$9,136

MINEHILL AND SCHUYLKILL HAVEN RAILROAD .-The following is the amount of coal transported over this road, for the week ending on Wednesday evening last: Per last report, 7,613·02 63,353·07

70,966.09 LEHIGH COAL TRADE.—Despatched this season up

to 4th mo. 5th, 1845, from Mauch Chunk. Lehigh coal and navigation co. Summit. Room Run, -1251 Beaver Meadow railroad and coal co., From Penn Haven.—Hazleton coal co., From Rock Port.—Buck Mountain coal co.,

Total shipments, 4,504	- 2536
THE COAL TRADE.—Sent by railroa vill and Port Carbon, for the week endiday evening last, April 10	ing on Thurs-
Total From Schyulkill Haven Per last report	7,064.03
Total	70,998-06
BY CANAL.	
From Pottsville and Port Carbon Per last report	5,234·00 8,902·07
Total	14,136·07
nesday evening, April 9 Per last report.	349-12
Total From Port Clinton—per last report	1,175·08
Total by canal	16,278-19

to New York, \$1 80.

The following are the rates of freight from Richmond and the Schuylkill to eastern ports: To Boston...... 1 87 to 2 00 To Portland. 98

To New York ....

to Cumberland, 178 miles, 25 cents per 100 lbs. of deeply concerned in the passage of the bill and the to by the directors of the lower route.

dize generally.

From Cumberland, by wagons, to Wheeling, 125

the Pennsylvania canals, the charges are for drygoods, \$1 121; groceries, 871 cents; coffee, 75 cents; cutlery, 871 cents; earthen and china ware the same, to Pittsburg.

#### ADVANCING BACKWARDS!

We find in the Baltimore American of the 11th inst, in the proceedings of the city council, the following, to wit: "Mr. Barnum submitted a resolution nd- requiring the railroad companies to take up the different tracks leading from the outer depots into the city, on or before the 1st day of March, 1846, and making every car or steam engine passing through the city after that time liable to a fine of \$20 for each and every offence;" which reminds us much of a certain long-eared animal that is sometimes seen exhibiting his superior sagacity by resisting the most conclusive arguments, and most cogent reasoning, which can be brought to bear upon him. We know nothing of Mr. Barnum, nor the motives which led to the canal collector at Cleveland, says: him to make such a proposition. We do, however, know that the true interests of Baltimore are to be promoted by a very different course from that proing notice of their proceedings, taken also from the American, of a previous day; from which it will be seen that the ordinance, allowing the engines to pass through the streets to the wharf, and thereby 179 reducing materially the expenses of transporting heavy freight-especially coal and iron.

The time will come when legislators, both municipal and State, will learn that the lesser must yield cial city, and of a whole community, must be sub- of the bill. ject to the fewest possible restraints-and in no city of the Union, with which we are acquainted, is this freedom from rexatious restraints, of more importance than in Baltimore. It has the elements of an extensive and prosperous business; yet, as it has to compete with the larger northern cities, it should be for transportation and travel.

There are few persons, probably, not familiar with such matters, who would form anything like a correct opinion of the expense of keeping up an establishment of horses, etc., for moving the cars from and to the outer depot of the Baltimore and Ohio railroad By the last report it was stated at over \$18,000; and for the current year it would probably amount to Portsmouth the fare will be \$1 75. near \$25,000-most of which would be saved if permitted to use locomotives to the termination. And upon this evidence that a policy more liberal than formerly has prevailed.

"The bill which passed the second branch of the city council on Monday evening, authorizing the Baltimore and Ohio railroad company to extend a branch of its road to a suitable point on the south

Correspondents will oblige us by sending in their coffee and manufactured tobacco; and 35 cents per important results which are likely to flow from its 100 lbs. for groceries, dry goods, and other merchan-dize generally concurrence of all branches of the corporation.

From Cumberland, by wagons, to Wheeling, 125 miles, 75 cents; and to Brownsville 50 cents, and thence to Pittsburgh 10 cents per 100 lbs.—thus reaching the Ohio river at Pittsburg 95 cents, and Wheeling for \$1 10 per 100 lbs.

By the Baltimore and Susquehanna railroad, and the Pennsylvania canals, the charges are for dry by a vote of 20 yeas to 5 nays. The bill now only by a vote of 20 yeas to 5 nays. The bill now only requires the signature of the mayor to become a law.."

We are surprised to find that the mayor has veloed the ordinance avove referred to. We trust however that it will be adopted, notwithstanding his veto.

ACKNOWLEDGEMENT .- We have received since our last the annual report of the managers of the Delaware and Hudson canal company, which will be found entire in our columns. Also the annual report of the president of the Madison and Indianapolis railroad company—to which we shall refer more particularly in a subsequent number.

We learn from the Painesville Telegraph' that the Cleaveland Herald, (a paper which we never see) says the northern section of the canal has been open since the 28th ult. A letter from R. Howe, Esq., resident engineer, dated Columbus, April 1st.

"The canal is now navigable as far south as Roscoe, and by the last of the week will be navigable as far as Dresden, Zanesville, etc. The lock rebuild-ing near Webbsport, and also those on the Scioto, posed by Mr. Barnum; and so think the council, of below Chilichothe, commonly known as Tomlin-which he is a member, as appears from the follow-son's locks, are to be completed by the 10th of April instant, about which time navigation will be open through to Portsmouth."

The Williamsport, (Md.) Banner, says the Baltimore Sun, from an authentic source learns that Col. Cole, the president of the Chesapeake and Ohio canal company, is now in New York making arrangements for the sale of the bonds, and that Gov. Pratt has expressed his determination to use what into the greater good—that the business of a commer. fluence he possesses for carrying out the provisions

> The New York canal board have resolved to make no change in the present rate of tolls, until the 1st of July next; on which day they will meet to adjust the tolls and transact other business.

We understand that the day line, over the allowed to avail of every possible advantage of a Long Island railroad, is to be run until further noliberal municipal policy in relation to its avenues tice on Mondays, Wednesdays and Fridays only, via Norwich and Worcester, and return from Boston to New York on alfernate days, at the usual hours.

> EASTERN RAILROAD.—The fares upon this road have been reduced as follows: To Lynn, 25 cents; to Salem, 40; to Marblchead and Beverly, 45; to Ipswich, 70 cents, and to Newburyport \$1. The season tickets are also proportionably reduced. To

The Providence, the Taunton and the New Bedford have also, we understand, announced a reducwe congratulate the company and the community tion in their fares, to take effect on the 1st day of May ensuing. The Salem papers announce that the fare between Salem and Boston has been reduced. The directors of the Eastern railroad are desirous to reduce the fare through the whole route to Portsmouth, but in consequence of an obligation existing  and Buffalo to reduce their fare, and to run night trains in winter; and also to appoint renew our own remonstrance against this constant interference with railroad companies, which have, by great exertions, combles them to accommodate the public -yet nagement and of its monopoly character. have by no means completed them.

REMONSTRANCE of the several railroad com. panies, on the line of railway from Albafor a reduction of their fare, the appointment of a commissioner, and compelling public. them to run in the night in the winter.

night at all seasons, etc.

invested in this line; the intimate connection that exists between a proper administraspective interests and comforts of those who travel upon it; and the indispensable requisites to such management; we trust that we ducting their business is calculated to bring great number of shareholders, in such prosites to such management; we trust that we shall be allowed to say, that there are very who have petitioned for legislative action in this matter.

Almost the whole civilized world is now planning of railways. They are destined to occupy most of the important avenues of travel through all countries. The influence which they exercise is much wider than a superficial glance would suggest. They exert an immense moral influence, and extend our acquaintance, our means of information and improvement, and our sympathies, with every step which they advance. No other mode of land transportation has yet been devised, combining speed, safety and capacity, bearing any comparison with the railway.

Very large capital is required for their construction; constant care for their successful operation; and as permanent a character in their structure as is attainable.

which either could conduct the business.

ment itself, and not to the form of manage. fits would follow. ment. We make these suggestions because

When we consider the amount of capital are distributed along the line of the respective sections, under there charge. They one,) and be practically strangers to the trust by executors, guardians, etc. multiplied interest of the various sections The very nature of the property heard, and better fulfilled and obeyed, than watchful care on the part of the directors. it would be, were there but one board of di-

We referred in our last to the efforts of their construction and management. Whe- Worcester) the road is practically divided certain persons to induce the legislature of ther that corporation shall be the State, or into sections; as the line from here west is, the State of New York to compel the se an association of individuals, depends upon by the various corporations. One locomoveral railway companies between Albany our ideas of general policy, and the nature tive engine runs to Pittsfield, (50 miles) anof our government; and of the facility with other to Springfield, (another 50 miles) and a third to Worcester. This is found to be Any feeling of hostility, or of jealousy toa railroad commissioner. We now give the wards the railway, because it is owned and that an engine might be stated at Buffalo, "Remonstrance" of those companies, and conducted by a corporation, will therefore and run through to this city, continuously, be found to be an objection to the improve- and that from this arrangement great bene-

Experiment has shown that about 100 the railway is so frequently objected to, on miles of daily service, is a fair use of an enpleted their roads to an extent which enal account of its corporate ownership and malgine and of men; and such use is more discreetly and properly derived, if it is not An open railway upon which each could made continuous. Both the engine, and the manage and conduct as he pleased, would men, can more profitably perform the service be a very unsatisfactory means of transit, if there can be a rest at the end of 50 or 80 Exclusive right of use in the owners is in-[miles, to examine the engine, allow it to cool ny to Attica, against the several petitions dispensable; but the use is valueless, unless for such purpose, and thus have the requisite the largest convenience is afforded to the time for repair, and to guard against accident. A comparison of the cost of main-Upon this line of railway, by reason of taining this line with others, will show that the several corporations, the management is our expenses are not increased by reason of distributed along the line among the towns the number of companies. On the other To the Honorable the Legislature of the State and villages which are interested in the suc- hand, we apprehend that the track of the of New York, in Senate and Assembly cessful operation of the system. It is free railway, and the machinery for its use, are quently objected, that here are too many kept in better order, by reason of the various The memorial of the several railroad com. companies to manage the business well; sections being under the several charge of panies on the line of railway from Albany that there are divided councils and clashing the respective companies. Upon this part to Attica, respectfully represents that their interests. While it is quite possible that of the subject, we will say in conclusion, attention has been given to the several ap. there may be some weight in these objecthat the several boards of direction devoting plications that have been made to your hon. tions, yet we apprehend that there is another much of their time to the business of manorable body, asking for various legislative view of the question; and that the petition- agement, without compensation, do not conprovisions, to regulate their operations; to ers may not fully have considered this if trol for the purposes of caprice, but in the reduce their fare; to appoint a commission. These companies are each exercise of their best discretion, they seek er; to compel them to run their trains in the managed by a board of directors, the num- to afford the largest accommodation to the ber of which is generally thirteen. They public, and thus secure the most certain and

are engaged in business, are interested in the the Hudson river, has cost about nine miltion of its business, and the present and pro- prosperity, and will, from the nature of their lions of dollars. This includes the Schenectogether the opinions of the little communi- portions and at such times, as they have acmany considerations of much weight, that ties in which they reside, and in their select quired confidence in the respective sections have not been duly estimated by the persons tions of representatives to a general conven of the line, and as the legislative action has tion of their line, they delegate their several induced them. To four of the companies views; and such a convention acting like the credit of the State to the aggregate any representative legislature, embodies all amount of \$600,000 has been furnished in oractively engaged in the construction and information necessary to the most judicious der to aid in the completion of the line. It management. We think we may appeal has required much legislation so to arrange with great confidence to the inhabitants of the terms upon which the offer has been the several towns along the line, and ask made to capitalists to induce them to invest whether it would be better to have a single their money, before all the sections of the board of direction, which must of necessity line were subscribed for and put in operation. be more foreign to the country along the The capital stocks of these companies are line, than the present organizations. Such scattered widely through our own and the a single board would be gradually concen- adjoining States; and within their numbers trated in the large cities, (perhaps in a single are a very large proportion of shares held in

> The very nature of the property, and the through which the line extends. We think character of a large proportion of the holdthat the public opinion, is now much quicker ers, is such as of necessity to induce a

The want of capital in our State, induced rection, and but one individual controlling. the necessity of a perishable form of struc-There is another view of it, which will be ture, upon this line of railway. We have proper to allude to; and that is the economy for the whole distance west of Schenectady They must long outlast their projectors. of management. Upon the long line of a wood track. The want of strength in corporation is therefore indispensable to railway in this vicinity, (from this city to this structure; the constantly decaying nature of its material, the manifest advantages on the part of the legislature, to these who the road worthless to the stockholders, and occur.

Under this conviction, we believe that we nies shall abuse their privileges or violate we claim that four cents per mile is a ought to arrange for a permanent structure, any provisions of law, then we admit that reasonable fare. That the speed, comfort at as early a period as practicable; that in the power of alteration or repeal may be ex- and safety with which passengers are carried so doing, we shall best consult the public in- ercised. In the case of the Auburn and upon the railway makes this a lower fare terests, and those of the stockholders, and Rochester railroad company, the act autho-shall thus soonest be able to test the question, rizing its construction was passed in 1836, The several companies have heretofore re-

be transported upon the railway.

upon the road greatly increases our expenses. proposition. The legislature found that the but that the receipts of the companies were Upon those parts of the line where the com- railway could not, and would not be made. so reduced as to make it practicable for them panies were engaged in the transportation of Capitalists practically said, that your rate of to go on at such low rates. The same exheavy materials to renew or improve the fare is too low. It will not remunerate us. perience was had between this city and Bostrack, the structure so yields under the use We dare not hazard our property. The le-ton, and after becoming convinced that their as to require a double force of men, and in- gislature of 1837, passed a law offering four rates were too low, the fares were raised upcreased material, to keep up the road fit for cents per mile and reserved no right to alter on their through passengers to three cents use. The roads, by reason of their wood this; showing clearly, as we hold that it per mile, and upon their way passengers, structure are entirely incompetent to sustain was not deemed a matter in which an alterthe business; (if it were capable of increase) ation would be tolerated. which at reduced rates of fare would be necessary to remunerate the stockholders. If was subscribed, and the road was made.allowed to go into detail upon this branch of The simple statement of the case seems to the case, we could show such an array of carry with it the honest explanation of it. we shall be credited in saying that it is of cents per mile for three years.

In the case of the Tonawanda railroad Receipts compiled from Legislative reports of all things most desirable that such an iron track be expedited upon this line of rail company, the structure had become so deway. From the facts that we have stated cayed and the track poor, that under the it will be perceived that a large amount of then embarrassed state of the company, it capital is required for this object. Where could not be renewed without further means is it to come from? Who is to advance it? derived from additional capital or loan. A What is the guaranty that it will not be law was passed at the last session providing rendered valueless? We believe that the for such increased means, and fixing a fare pctitioners for a reduction of our fare have of four cents per mile. If the legislature not well considered the proposition and are should reduce our fare to three cents per not well advised of the consequences. should reduce our fare to three cents per mile this year, next year it may be reduced

and the work accomplished. If the compa- their wishes. Under this conviction, we believe that we nies shall abuse their privileges or violate at how low rates persons and property can and the amount of fare was limited at three duced their fares to about three cents per It is found that an increase of business fused to invest their money upon such a that there was no increase of passengers,

Under this last law, the necessary capital facts, as would convince the most doubting, Capitalists said we will not build the road that the present track has few of the ele-under the restriction of three cents per mile ments of firmness or stability. To re-lay -the legislature then say we will guaranty lions of dollars. If we have learned cor-the Auburn and Syracuse railroad, it was rectly to estimate and to comprehend the found difficult to construct this section at the way, to the public and to the stockholders, 1839, a law was passed offering them five gine.

In most of these charters, or propositions, to two cents, or to such rate as will make

of the iron tracks in New England, and the choose to accept them, and hazard their pro- thus produce their practical abandonment by strong impulse that is accumulating in the perty in the undertaking, there is a provision the owners. This reduction is professedly public mind to compel us to higher speed; that those who make the roads upon the to be made for the benefit of the people, and shows that we must calculate also upon an terms of the proposition, may receive four might result in their taking from the stockiron track upon this line; and that it must cents per mile for the transportation of a holders the roads, notwithstanding the act be laid down as quick as practicable. We passenger and his baggage. That after the authorizing the construction declares that on believe that the true interests of the public road has been ten years in use, the State, taking them, at the expiration of ten years, are in this direction, and seek this end; ra- (that is the people) may take it from its full payment of their investment, and ten ther than to embarrass and delay it, by the owners, on paying them the whole cost of per cent, interest shall be paid to them. We various propositions made by the petitioners. construction of the road, with all moneys do therefore beg leave to say that it would This line of railway is unfinished, and not expended for permanent fixtures, with inte- be so clear a violation of the rights of the equal to the public exigency, until such a rest on such sums, at the rate of 10 per ct. stockholders to attempt to reduce their fare structure shall be laid, and in use upon it, as per annum, together with all moneys exwill admit of greater speed, less hazard and pended for repairs or otherwise, deducting property, that we are sure the petitioners less expense. A wood structure will endure the tolls received. These laws, or charters, have not well considered their proposition. but about six years, when the process of re- are on the part of the people of the state, a We are aware that many are of opinion that newal must commence. We cannot sus-pend the use of the railway, until the new will, with their capital, build these roads for if the fare was reduced to three cents per track shall be laid; hence when decay com-mences, it is from that moment forward, as contained in them. We admit that there is that we have learned to the contrary. That long as a wood structure is maintained, a a right reserved to alter, modify of repeal our population is not sufficiently dense to constant breaking up and renewal of some the act, but we do most respectfully, but justify a low fare; and if our views of the part of the track. This business is to go on earnestly insist that this reserved power will nature of the guaranty contained in the while the road is in use for travel, and thus not allow the legislature to destroy the guar- charters are correct, such a measure ought a perpetual succession of interruptions will anty upon which the investment was made, not to be forced upon the companies against

cents per mile for each passenger. Men re- mile, and for a while to less. It was found which is a large proportion of their business, to nearly the same rate as is charged upon this line.

The situation of this line of railway is not properly considered by the petitioners in another respect. The aggregate receipts per mile are small, compared with those of railways in Massachusetts. The following table shows the comparative business of a this line with a permanent rail, would at the to you four cents, which offer is accepted, number of companies in that State as compresent cost of iron, require about three mil- and the road made. In the laws respecting pared with this line; and it will readily be séen, that restricted as we are in carrying of freight, that this is by no means the great business, the capacity, the utility of the rail price per mile limited, and in the session of thoroughfare that we might otherwise ima-

> several railroads in Massachusetts, for the year 1841.

NAME OF ROAD.	Length in miles.	Rec'd pr	Rec'd pi mile fm. passen- gers.	Gross receipts per mile.
Boston and Lowell				\$11,969
Boston and Maine	60	1,178	2,582	3,760
Boston and Providence.	41	2,130	4,626	6,756
Boston and Worcester:	. 44	4,000	5,332	9,332
Eastern	54	615	5,440	6,055
Nashua and Lowell	15	2,983	3,144	6,127
Western	156	2,380	2,299	4,679

eccipts compiled from Legislative reports It is a matter which we deem proper to from Albany to Buffalo at a low rate of fare.

of several railroad companies in New York suggest, that in the State of Massachusetts, The accommodations which they require, Receipts compiled from Legislative reports for 1844.

NAME OF ROAD,	Length in miles.		Rec'd pr mile im passen- gers.	
Utica and Schenectady.	78	\$120	\$3,900	\$1.047
Syracuse and Utica	53	65	3,427	3,492
Auburn and Syracuse:	26	423	3,098	3,521
Auburn and Rochester.	78	100	2,760	2,860
Tonawanda	43	366	2,154	2,520
Attica and Buffalo	31	180	2,075	2,255

We are practically prohibited from carrying freight except in the winter, which is instances except upon this line the privilege line, and generally higher. of carrying freight is not restricted, which forms an important element in railway pro. all that is valuable to the owner. If these shown such a rate would be unjust and unfits, we are in that respect concluded.

We have the active and strong competiin addition that of the lake Ontario and Os- perty is so far destroyed. wego route upon the western half of it. The very small amount of capital that is required to establish a business upon the canal, enables the owners of boats to fix a low price of fare, and accordingly a large proportion of those to whom time is not valuable, travel upon the canal.

It has been found useless to reduce our fare with the view to draw business from the canal, for the price is instantly reduced in a corresponding ratio there, and thus the large capital upon the railway is rendered unproductive, while a line of boats carrying freight with their passengers at low fare can do a successful business.

In winter the number of persons travelling by the railway is reduced to about one-fourth of the number in midsummer, notwithstanding which, by reason of the severity of our climate, and our heavy snows, our expenses are then equal to any other part of the year.

It will be found that none of the companies east of Attica have been able to divide over 8 per cent. for the last year. The Attica and Buffalo railroad company have made about 14 per cent., which results from the very small cost of that road. It was almost graded by nature; is free from bridges or any expensive structure, and upon less business affords more profit than any other part of the line. The experience and business well as first class passengers. of that company therefore form no criterion for the others upon the route. It has cost but about \$10,000 per mile, while all the tion of the passage fare upon the railways, others, except the Tonawanda considerably because the stockholders have relied upon we might fail. exceed \$20,000 per mile.

We have found that in order to keep the railways in suitable repair, the expenses are our business, because it will render us una mit that the manner in which the line is steadily increasing: that all the receipts ble to keep our railways up to the condition operated in winter through snow and storm, over 8 per cent. are required for such ex- necessary to do the business in safety, and has been such as to entitle it to commendapenses and necessary improvements. proper management will always appropriate it will deter us from attempting to make an very limited in winter; so much so that a the receipts beyond a reasonable remunera- iron track, and capitalists from furnishing single car daily each way upon a part of the tion to the stockholders, to the improvement the means necessary for that object. of the road; and an accumulation of a pecuniary surplus is out of the question .-Every company upon this line east of Attica the Hudson river, will not be just. is compelled to expend its whole receipt over 8 per cent. in the repairs and improvement bly for that object, we beg leave to say, that hazardous to run in the night than in the of its road and property.

The following table compiled from the reis the fourth cent per mile that mainly pays sary improvement remote and uncertain.

Abstract from the reports made by several railroad companies to the legislature 1844, of the business of 1844.

NAME OF COMPANY.	Length.	Cost per mile.	Expense in 1844.	Passage fare received.
Attica & Buffalo	31	\$10,845.52	\$25,215	\$64.339
Tonawanda				92,639
Auburn & Rochester	78	23,030 02		215,247
Auburn & Syracuse.			48,193	80,553
Syracuse & Utica	53	21,054.66	71,069	181,646
Utica & Schenectady	78	27,803.40	132,838	306,278

NAME OF COMPANY.	Passengers through and way made equate to through.	Required per mile o cach passenger to pay expenses and per cent. on cost.	Average receipts o each passenger pe mile.	Required the net per cent. on cost at 3 ct per mile per passen ger.	1 1
Attica & Buffalo			3.00 cts	111	2
Tonawanda	66,635	3.04 "	3.16 "	7	8
Auburn & Rochester	77,985	3.45 "	3.53 "	51	s
Auburn & Syracuse.	83,553	4.44 "	3.71 "	5½ 3	
Syracuse & Utica	95,194	2.96 "	3.60 .	7	L
Utica & Schenectady			3.20 "	7	f

Note.-These estimates include low priced as

Under a full consideration of the matter, we respectfully remonstrate against a reducthe guaranty contained in our respective

that a uniform rate of fare from Buffalo to that it cannot be run through continuously

In regard to the bill pending in the assem-

where the railway system is the most exten- and the rate of speed at which we have carsive and perfect of any in the Union, the ried them, has been such that we have fixed rate of fare is not limited. 'The profits of a lower rate than to other passengers. We the corporations are restricted to 10 per ct. do not suppose that the legislature would de They have the best railways in the country, sire to restrain this business. The terms of and perhaps their substantial character has the bill presented, would however interfere resulted from the legislation in respect to with our urrangements, and prevent our conthem, and from the fact that the proprietors tinuing to carry them. It would change are assured of stability in their business li-the practice of any difference in fare that mited only to a pecuniary profit of 10 per ct. there may be between through and way pas-In all the railroads in New Jersey, Penn. sengers. Indeed the effect of the bill could the most difficult part of the year in which sylvania and the southern States, the rates not be otherwise than embarrassing to us, to perform our business. While in all other of fare are believed to be fully equal to this and as we suppose that the object of the petitioners is to produce a uniform rate of three The tolls or receipts upon the railway, is cents per mile, if we have satisfactorily are inadequate the capital cannot be with favorable to us, we suppose that there will drawn, because it is then practically lost. If be little object in the bill which requires the tion of the canal upon the whole line, and therefore the receipts are impaired, the pro- fares for the year to be annually fixed on the 1st of February.

Another matter asked for by the petitionports of the present session, will show that it ers is the appointment of a commissioner to direct the operations of the line. We do the stockholders, and this cannot be taken not perceive what possible benefit could enfrom them without prostrating the value of sue to the public by such an appointment. their property now, and rendering its neces- What is such an officer to do? can he better control the operations of the companies than the directors, who have had experience, and who are interested in their success? Can he better direct as to the manner of running the roads, their repairs, the kind or capacity of engines, or how to overcome the many embarrassments incident to our business? Should his directions be contrary to the opinions of the directors, it would by no means be certain that he was right, or that his sug-gestions were prudent. Unless such an officer is sought for to advance the interest of some locality, we can see no reason for ask. ing his appointment, and if that is the reason, we feel assured that the measure is wrong.

> It has been objected that we stop over night in the winter, that we thus delay passengers and the mails. This again we feel assured is matter with which the petitioners are not fully acquainted and have not considered in all respects. So far as regards the mails, the arrangement is made with the full approbation of the postmaster general. He understands the severity of our winters, and he has said to us that it was better for the public to fix such an arrangement in winter as we could most probably perform, rather than to undertake to do that in which

We have considered this to be in all recharters, because it will be disasterous to spects the most proper course; and we subwith the expedition required; and because tion rather than opprobrium. The travel is line is sufficient. There is not travel enough We trust that we have already shown for more than one line. The route is so long in the day time.

We consider that it is at all times more we have for two years past carried emigrants day time. In the night the engineer cannot so well detect any failure in his machine as instead of politicians by trade, we should in the day time. Generally in winter it re- have seen a different state of things. quires two or more engines to overcome the These cannot so well be worked in unison in the night as in day time. In winter by reason of the cold, the liability of the engine of the axles and wheels to break is much greater than in summer. All these considerations make it very certain, we believe, that our course in not running in the night in the winter best consults the safety and comfort of passengers. We think that the great majority of travellers approve of it -and should it be found that a limited number residing a few miles beyond the point where the train stops, do feel inconvenience, and would prefer to go on, they should reflect, that an equal number may be put to the same, or indeed more difficulty, by being compelled to get up and travel in the night, because such persons desire to reach home before morning. We should very often run the hazard of being stopped in the night by snow, and it may well be questioned whether it would not be such an act of indiscretion to attempt to run all night in the winter, as to subject us to serious liabilities. As soon as the conditions of the tracks will justify us in running in the night, we uniformly the nett profits of the past year amount to commence in the spring. Under a full review of our course in this respect, we feel the clearest confidence, that it is judicious, and will be sustained by a reflecting and in-

We have presented in as brief terms as possible some of the very numerous objections which may be made to the several propositions in relation to this line of railway, which are pending before your honorable body. We feel confidence in thus pre-senting our views, and we trust that they will be found to be in harmony with those which may be entertained by the legislature.

Dated at Albany, March 28th 1845. Isaac Newton-pres't Mohawk and Hud-son railroad co.; Erastus Corning-pres't Utica and Sch'y railroad co.; John Wilkinson-pres't Syracuse and Utica railroad co.; Syracuse railroad co.; Henry B. Gibsonpres't Auburn and Rochester railroad co; road co.

DELAWARE AND HUDSON CANAL REPORT.

We have received the following statement and report in relation to the operations and conditions of this company, which we cheerfully give to the readers of the Journal. It affords us pleasure to publish such reports. They show what can be accomplished by enterprize and perseverance—even when serious obstacles are to be overcome, as in this case. There are many who recollect the period when this company had its dark days -but they are we feel assured, not again to be encountered while such men manage as we find in the annexed list.

Could our State works have been managed by such men from their commencement, Tons ......

To the Editor of the Raile. Journal: "SIR: Enclosed is a report of the Delaware and Hudson canal company, with a statement of the business for the year ending March 1, 1845.

"The capital of the Delaware and Hudson canal co. consists

the State of New York,

of 20,000 shares, of \$100 each \$2,000,000 Amount of debt guaranteed by 800,000

\$2,800,000

"The amount of profits for the year ending March 1, 1845, were \$250,948 36equal to 13 per cent on the capital stock. " Amount of dividends declared during

the year 1844-10 per cent. Yours, J. J. D. April 11, 1845.

REPORT, ETC.

In again meeting the stockholders, the managers are much gratified to be able to sabinit a statement of another year's business, showing continued and increased prosperity on the part of the company.

On reference to it, it will be found that \$258,948 36. Comment is unnecessary further than to say, that during the year coal was sold at unparalleled low prices, and that the demand greatly exceeded the ability

of the company to supply.

The canal, railroad and mines are all in excellent order for the prosecution of another year's business, and it will be resumed at the proper time with energy and spirit. The banking privileges granted to the company by special act, expired on the 19th of November last. For several years past it has not been deemed expedient or profitable to make any other use of them than to circulate the company's own bank paper, in its canal and coal payments. The board has not, therefore, thought it advisable to ask for a renewal of the privilege. The circulation is in the course of redemption, and the bu-Thos. Y. How, Jr.—Treas'r Auburn and siness is now simply that of a canal and coal company.

Although the price of coal still remains Heman J. Redfield-pres't Tonawanda rail- very low, the managers have entire confidence in the continued prosperity of the company; and as a special report in relation to its affairs is to be submitted to this meet. ing, they deem it unnecessary to enter into further details. By order of the board of JOHN WURTS, President. managers,

Statement of articles transported on the Del-

aware and Hudson canal during 1	344.
Merchandize	8,4
Plaster	9
Cement	5,8
Tanners' bark	3
Leather	1,2
Stone, brick and lime	1,4
Millstones	4
Staves, hoop-poles and lath	4
Manufactures of wood	1,3
Glass and glass ware	7
Coal screened, etc., up the canal	3
Charcoal	2
Sundries, posts, rails, etc	6

-	
4	Cords of wood
u	Number of shingles, pine
	" hemlock 129,000
	Ship timber, in cubic feet
	Hardwood lumber, in board measure 1.984.311
•	Pine, " " "2,228,832
a	Pine, " " "
•	Statement of the business of the Delaware
	and Hudson canal company for the year
	ending March 1, 1845.
-	To coal on hand March 1, 1844 \$ 71,054 25
0	" Mining coal
	" Railroad transportation and repairs. 117,543 90
0	" Freight of coal to Rondout 242,872 70
	" Canal repairs and superindence 77,756 18
	" Labor and expenses at Rondout 22.417 77
0	"Interest on State stocks
	" Rents, salaries, current expenses, etc.
	New York 25,262 09
Ξ,	Balance 258,948 36
	0000 544 20
5	\$986,544 38
	By sales of coal
	" Canal and railroad tolls 33,525 61
	" Interest received
	" Coal on hand
e	\$986,544 38
0	4500,511 50
•	By balance
•	Cost of the works and property of the Dela-
	ware and Hudson canal company, and
ŧ	anailable funde on the let March 1945
0	available funds, on the 1st March, 1845. 108 miles of canal \$2,406,977 89
	16 miles of railroad
,	16 miles of railroad 503,579 95
,	Canal boat, barges and steamboat 125,060 05
d	Real estate
	Coal on hand and cash fullds, etc 307,137 (6)

\$3,463,686 34

Statement of tolls received on the Delaware and Hudson canal and railroad in each year since the completion of the work.

9		,	
1830	16,422 44	271,610	21
1831	20,554 64	1838 40,328	38
1832	28,717 51	1839 40,095	26
1833	37,004 58	1840 35,450	46
1834	36,946 07	1841 39,388	19
1835	41,976 82	1842 33,894	93
1836	45,154 73	1843 30,996	.53
1837	44,832 42	1844 33,525	61
	\$271,610 21	\$525,289	57

OFFICERS OF THE DELAWARE AND HUDSON CANAL COMPANY, FOR 1845.

Managers-John Wurts, Philip Hone, Wm. M. Halsted, Isaac L. Platt, Alison Post, Silas Holmes, Aquila G. Stout, Henry Young, Jacob R. Le Roy, Irad Hawley, Wm. S. Herriman, Cyrus Hitchcock, Charles N. Talbot.

President-John Wurts. Vice President-Isaac L. Platt. Treas. and Sec'y-Isaac N. Seymour.

WABASH AND ERIE CANAL

We find in the Cincinnati Gazette of 3d inst. the following remarks in relation to the grant made by Congress of the public 22 lands, for the purpose of completing this important canal. We join earnestly in the 50 sound advice given, by the editor of the Gazette, to the people of Indiana; let them 42 proceed cautiously, devise the right plan. and then select honest men to carry it into successful operation.

"The appropriation of one half the unsold lands in the Vincennes District, Ia. by 22.547 Congress to complete this Canal excites a And well it may, for the grant is a large amount to about half a million of acres. in this country and Great Britain respect. one, and the work in itself grand. The first These, if properly husbanded, would fur ively, leaves no room for doubt as to the

ional grant, is not strange. It is right that immediately, as those appropriated for the less efficient than Mr. Morse's. The opethey should rejoice over it, and that we building of the Canal from Lafayette to Terre rator stands with an index before him, by should sympathise with them. For that Haute have been, and issuing Scrip upon which he is to guide his movements; and grant if rightly used may be made the them, we should be in favor of borrowing by means of a corresponding index at the means, in part, of reviving State credit, as enough money, (if it can be obtained,) to other end of the line, the characters or it should be made a means unquestionably complete the work; pledging not only the symbols are pointed out as the magnetic of State wealth. We say, if rightly used. lands but the tolls and water rents upon the influence operates. It is thus requisite that And surely there cannot be much doubt as Canal, and even the Canal itself, if necessal observers be always present at both ends to this. Indiana has suffered enough, we ry, for its repayment—and then push the work of the line, and if the observer is not watchall know, from improvident public managers to completion with all possible despatch.— ful, he may miss some of the information to make her prudent on this subject; to The value of the lands would be more than indicated by the telegraph. convince her that her public works should doubled, the moment the Canal should be be entrusted to honest, business men; to completed, and thus would the means of rein its construction. It works with facility
declare the law of the public mind to be payment be at once easy and certain. But and certainty, and inscribes the information that this grant should be used diligently and aside from the enhancement of the value of it communicates in permanent characters faithfully to the accomplishment, by the best the lands, and the rapid improvement of the upon paper, so that if no one is watching mode, of the great national object for which country, which would follow as a matter of at the moment, the record of every word it was bestowed.

more than, ordinary attention. The grant indebtedness. by Congress of this land makes her in fact the Trustee of the nation. The national opened, from the Ohio River to Lake Erie, RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the the Trustee of the Indion.

legislature says in effect to the State, "You wish to complete this great public work. It most magnificent works of the kind in the vered in the United States.

DAVIS, BROOKS & CO., 14 than useful. It is a world. It will be the best and most direct in the United States.

21 Broad st., N. York. legislature says in effect to the State, "You (as soon it must be,) it will be one of the above, or to contract therefor, at a fixed price, delinational work. For this purpose we, as the route by water, between the two great Em-Agents of the nation, bestow on you, half poriums of the North and South-and cannot of all the unsold land belonging to the na. fail to become at once an immense channel of who manage it; put aside in this matter passes and by which it is skirted, will be so self-aggrandizing men; and be, as Trustees vast and astonishing, as to fully justify the should be, honest, wise, above the suspicion application of the beautiful language of proeven of having abused in any way the high phecy-"The solitary place shall be made trust reposed in you." And for the sake of glad—and the wilderness shall bud and blosthe good character of the State—we desire som as the rose." that Indiana may meet her obligations as one who cannot err under these circumstances -and that in due time, her response to the advertising columns, it will be seen that the nation will be "We have wisely used your Commissioners named in the act to incorgenerosity to the national and State good. porate the Columbus and Sandusky Rail-We have so disposed of the public land road Company, have given notice of the you granted us as to finish this great work, opening of books for the purpose of receivand have made you richer thereby in great-ing subscriptions to the stock of the com-

tracts attention in Indiana. That's right. Let it be kept before the public mind: Discuss it well. Watch every movement, and know every step taken in it; and above all be sure that no false step either as regards measures or men, selected to carry out plans for selling the land, or completing the Catermination of the road, to reach that place it is to be sure that no false step either as regards to reference, to which they wish the Tires made it is to be continued to Columbus, and from thence by some route as yet not decided upon to the Lake. Should Cleveland be the northern Straight Axles, made from the best refined iron; for selling the land, or completing the Catermination of the road, to reach that place Wrot. Inco Engine and Truck Frames; Railroad Pumping and Sawing Mafor selling the land, or completing the Calary for Steambasts, and staken. Hear all plans; but decide from Columbus, Delaware must, we think not upon any of them until it is pretty certain you have hit upon the best. We give of the ground, be embraced in the route.—

Below one of these plans suggested by the below one of these plans suggested by the locary (Ohio) Gazette.

Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locarotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locarotive Stationary Steam Engines, Wro't. Iron Engine and Truck Frames, Railroad Pumping and Sawing Machines, to be driven by the Locarotive Stationary Steam Engines, Wro't. Iron Engine and Sawing Machines, to be driven by the Locarotive Stationary Steam Engine Stationary Steam Engine Stationary Steam Engine Stationary Steam Engine Stationary Ste very sensible Editor of the Journal and Free Press, Lafayette, Indiana. He says:

Good deal of attention at home and abroad. extension of the Canal, are estimated to of the Magnetic Telegraph, as in operation gives no less than half a million of acres; the second connects the Lake at Toledo with the Ohio River at Evansville.

"That our neighbours like this congress"That our neighbours like this congresswas bestowed. course, the revenue derivable from the Canal transmitted by it is to be found faithfully "If reasons need be multiplied, when itself, in the increased amount of tolls, preserved. The operation of this system simple obligations of duty would seem to in- would in a few years be so great, as to place along the line between Washington and this clude all, one might be referred to, of so it within the power and ability of the State city has proved its wonderful powers to the general a nature as to demand from Indiana to commence the wiping out of her heavy astonishment of every beholder .- Baltimorc

When the whole line of this Canal is

The Railroad.—By reference to our

" The lands granted by Congress for the British. - A comparison of the two systems ja451y

The system of Prof. Morse is more simple American.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the prinof all the unsold and belonging to the har land to commerce. Its effects upon the fertile valicipal railroads in the country, effectually prevents controlled the validation in those levs and beautiful plains through which it engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, ja45 Reading, Pa.

ly enhancing the value of your land yet unsold in the same District. We have been honest stewards of a generous benefactor."

We are glad to find that this subject attracts attention in Indiana. That's right.

We have been tracts attention in Indiana. That's right.

The Little Miami Rail
The The Magnetic Telegraph—American and ple and economical construction, and very effective; Iron and Brass Castings of all descriptions.

#### NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILS	7.	SUND	AY.
Courtland street,	A. M.	P. M.	A. M.	P. M.
For Newark	9, 11, 12 9, 11	2, 3, 4 3-4, 6, 7 1-2 2, 3, 4 3-4, 6	9	4 3-4
" Rahway	9, 11	3, 43-4, 6		
Leave New Brunswick	6, 71-2, 111-2	8 3-4	11 1-2	8 1-2
Elizabethtown	6'3-4, 7, 8 1-4, 12 7, 7 1-2, 8 1-2, 10 1-2, 12	3 1-2, 5		
Newark	71-2, 81-4, 9, 11	11.2, 4, 51.2, 7, 93.4	11 3-4	0 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

#### TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	rswick
									Miles.	
New York	9 1-4	25	91-4	25	14 1-2 5 1-2	31 1-4 12 1-2	19 3-4 10 1-2	31 1-4 25	31 1-2 22 1-2	50 50
Newark	14 1-2 19 3-4	31 1-4 31 1-4	5 1-2 10 1-2	12 1-2 25	5	12 1-2	5	12 1-2	16 3-4 11 3-4	50 37 1-2
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2	1	

#### KITE'S PATENT SAFETY BEAM.

Safety

Safety

MESSRS, EDITORS.— As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, per-haps/thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been

and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent. GEORGE CRAIG, Superintendant, W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

युक्त with entire safety. Had not this invention been used, serious accidents must have occurred. In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

Section

Ream

Beam

ELEVATION

R. CASEY, CIVIL ENGINEER, NO. 23
Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery and of meant right for improvements relative chinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REPERENCES. Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, "Wm. Parker, Esq., Engineer and Superintendent

Boston and Worcester railroad.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very gen-eral use for railroads and other purposes in this coun-try, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market,

ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ACHINE WORKS OF ROGERS, KETCH-MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The lun-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-dess with promotors and despatch. ders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.
Cotton, Wool and Flax Machiner

of all descriptions and of the most improved patterns,

with and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and boy which after five years' successful operation, and boy which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-

mon spikes made by the hammer.
All orders directed to the Agent, Troy, N. York, will be punctually attended to.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal fron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* * Railroad Companies would do well to forward their orders as early as practicable.

their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. a415

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Lowell			46	71, 11,	2. 41. 51	26	75
Boston	Concord. Boston		"		31	76	2 00
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"	Albany	,	Daily,	9,	21,	200	6 00
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Springfield Boston	Boston and Albany		"	7,	3,	••••	• • • • • •
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Boston	New York, via Steamboat trains		Tues., Thur. & Sat.,	•••••		••••	- • • • •
"	Providence"	Boston and Newport,	Mon., Wed. & Fri., Daily,	71,	4	.41	1 50
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# AMERICAN RAILROAD JOURNAL,

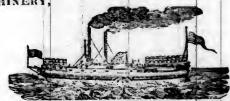
## AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

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SECOND QUARTO SERIES, VOL. I., No. 17.1

THURSDAY, APRIL 24, 1845.

[WHOLE No. 460, VOL. XVIII.

#### THE AMERICAN RAILROAD JOURNAL

s the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all ted to examine an improved SPARK persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising the undersigned. times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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THOSE INTERESTED IN Railroads, Railroad Directors ARRESTER, recently patented by

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on in entirely different principle from any neverbore offered to the public. The form is such that a rotary motion is imparted to the healed air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their, own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer these who may desire to purchase or obtain further information in regard to their merits: The form is such that a rotary motion is imparted to the heated air,

on the following roads, to the managers and other officers of which we are at liberty to refer the who may desire to purchase or obtain further information in regard to their merits:

I. R. DUNHAM & Co. N. Y.
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TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
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E. A. Stevens, President Camden and Ambov Railroad Company; Richard Peters, Superintendant Ambov Railroad Company; Philadelphia, Gennantown and Norristown, Railroad, Pacific Medical Philadelphia, Gennantown and Norristown, Railroad, W. R. Mich.; R. S. Van Rensselater, Engineer and Sup't Hartford and New Haven Railroad, Wilmington, Del.; J. O. Sterns, Sup't Mountain Ambor Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabeth-town and Somerville Railroad; R. R. Cayler, President Central Railroad, Company, Sarannell, Ca.; J. D. Gray, Sup't Macon Railroad, Maccon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

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Orders for these Chimneys and Arresters, addressed to the subscribers, or to Me ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on r FRENCH & BAH D.

e terms.

** The letters in the figures refer to the article given in the Journal of June, 1844.

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A GOOD SECOND HAND LOCOMOTIVE TO RAILROAD COMPANIES AND MANER and Engine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete, made by bers have for sale Am. and English bar iro, of all Baldwin, for sale by A. & G. RALSTON & CO.

Mar. 20, 1m. 4 South Front St., Philads phia.

Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, manufacturing Spring Steel from 14 to 6 inches the latter a very superior article. The tires are in width, and of any thickness required: large quanimade by Messrs. Baldwin & Whitney, locomotive tities are yearly furnished for railroad purposes, and engine manufacturers of this city. Orders addresswherever used, its quality has been approved of, sed to them, or to us, will be promptitude, at reasonable prices, and the with great promptitude, at reasonable prices, and the the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of tuning them out inside.

Thomas & Edmund Grow, Agent, 1543

N. E. cor. 12th and Market sts., Philad., Pa.



THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws Wrought iron work and Brass and Iron castings, of all kinds connected with Steamtpats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders.

W. Mc. C. CUSHMAN. Civil Engineer.

The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

Allroad Iron and Locomotive Tyres imported to order and constantly on hand A. & G. RALSTON

Mar. 20tf 4 South Front St., Philadelphia.

HE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, mated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws Wrought iron park and Brass and Iron castings, of all kinds contact the state of the park and Brass and Iron castings, of all kinds contact the park of the park and Brass and Iron castings, of all kinds contact the park of the park and Brass and Iron castings, of all kinds contact the park of the park their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

No. 4 Sout Fronth st., Philadelphia, Pa.

O RAILROAD COMPANIES AND BUILD T ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

#### PASCAL IRON WORKS.

#### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. Ls. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituninous Coal and Iron Ore, of the first quality, at Ralston, Lyoning Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many verse. and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, manuacturers with small capital. For pamphies, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W.-R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL

Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Roxbury,
frorting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

to do any kind of work.
Pattern shop, 35x32 feet, with lathes, work benches, &c.
Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 41 feet wide on the ground floor, with two large water wheels, each 16 deet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, lurnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451 teet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house--a range of buildings for storage, etc.,

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

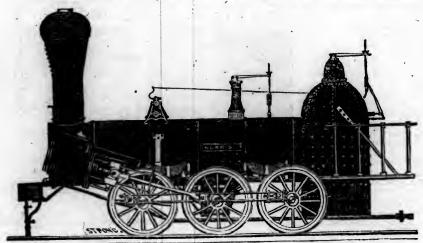
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following

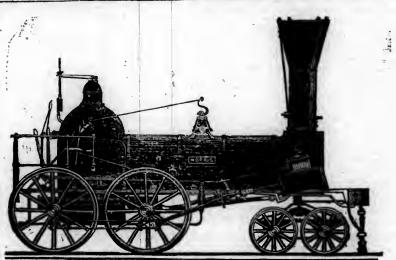
buildings thereon standing: Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Fanadelphia.

#### NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Fatent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1. 15 inches Diameter of Cylinder, × 20 inches Stroke.

 $\times$  24 í 17 46 14 " 11 3, 4  $\times$  20 66 " 141 44 46

 $\times$  20 66 66 4 4, 121 h 46 44 "  $\times$  20 66 66 5, 115 6, 101  $\times$  18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

LINA RAILROAD COMPANY.

The statements from the Auditor which as exhibiting, on one sheet, a perfect synopgines, an increase of 94,302 bales of cetton, years, be so improved, which will probably
sis of the business transactions of the South
Carolina canal and railroad company for
the gross income, being at the rate of 100 labor, of \$300 per month. each half year from the commencement of per ct. on produce, 60 per ct. on the numoperations in the year 1830, to the 1st of ber of passengers, and 31 per ct. on the in good order, it was found indispensable to January, 1845, including the year 1844, of moneyed receipts. The increase on the renew some of the cross ties, between consolidation with the L. C. & C. R. R. moneyed receipts does not bear the same Orangeburg and Branchville, the last spring

the number of Locomotives in service; the which is to be explained by the modification finished, that fact goes to confirm past trips and number of miles performed: the and reduction made on the rates of freight convictions that the durability of pine timincome received, and the fluctuations in the and passage in 1844. In 1842, the fare for ber at the South, exposed as the cross ties trade and travel on the road, and develop passengers was 18 per ct.; on merchandize are on the Columbia road, on the surface ing results instructive to those charged with from 121 to 15 per ct., and on cotton and and but half covered with earth, cannot be the direction and management of railways; weight freight, from 30 to 40 per ct. higher depended on to exceed an average of 5 years; where economy of expenditure and cheapness than it was in 1844. At the same rate of and that all timbered superstructures of freights, provided the same amount of busi-roads in Southern latitudes, will require reproper construction and judicious applica- ness could have been commanded, the in- newal within that period, or one-fifth each tion of the powers of the Locomotive. This crease on the moneyed receipts, on the tran- year for the whole extent. By way of exis the great desideratum to be attained in sportation performed, would have been full periment, 6 miles of the Columbia road was all operations where machinery is used, and 25 per ct. greater.

The subject of the rates for freight and time has not yet elasped to test their superment on which their triumph over all other passage on railroads, must be relative, and ior durability over pine, or their greater conveyances, and success, must finally rest. be governed by the quantity of business and economy in the higher price. The durabili-These views cannot be stronger illustrated number of passengers offering, and the com-ty of timber is a subject of deep interest to than by comparing from the table, the opera- petition with other common carriers. To railroad companies: particularly as timber tions of the first with the last half years of meet a competition which is daily increa- superstructures are beginning to claim a the years 1843 and 1844. In the first half sing from the number of new roads in the preference to those made of materials of a years, 15 Locomotives in service, made 2,- United States, which have been constructers yielding or elastic character; and has 036 arrivals and departures; ran over 319,- ted, and from the improvements in and engaged the attention for many years of the 968 miles; transported 130,366 bales of cot- new application of machinery, to steam na- successive Board of Directors of the S. C. ton and 48,722 passengers, and realized in vigation, it will be necessary to be governed C. and R. R. company. The process of money, including the freight on merchan in some degree by the fares established by kyanizing, which was tested to a small exdize and the mails. \$460,057 35. In the other common carriers, contending for the last halves of the same years, 16 Locomo same business; or forfeit the claim on the of the wood to which applied; but the protives in service, making 1,904 arrivals and South Carolina road to a fair participation blem yet remains unsolved, whether the addepartures, and running 304,752 miles; 132 in it. By this policy, in regulating a Tariff ditional durability imparted, is compensated arrivals and departures, and 14,216 miles for freight and passengers, your directors by the extra expense incurred. The experiless than in the first halves the same years; have been governed: and they will continue ment with the mineral process recommended transported 184,319 bales of cotton, 43,164 in the future, as they have in the past, to passengers, and realized for the road \$515, bestow on this, as on all other subjects, afton was made by the S. C. C. and R. R. 743 85 in money; shewing that with but fecting the interests of this company, the Company, Mr. Lythgoe, thus remarks. one additional engine, and less miles and consideration of their most matured judg- "I regret to say, the process of Earlizing trips performed, an increase of 53,953 bales ments. of cotton, a decrease of 5,558 in the number of grades, and their lengths; with all we have used, out of the road, as soon as the moneyed receipts of \$55,686 50. The lengths of the different curves and we possibly can, in consequence of its havdecrease in the passengers is explained by straight lines; the distance between the dif-ing become so soft and decayed, as to allow the facts of two Methodist Camp Meetings ferent stations and depots, and their relative the iron to imbed into it, thereby injuring in the spring of 1844, at Ladson's Station elevations; with the elevations of each point the iron to a considerable extent." The reand the Cypress, and at which it was esti- above tide water; on the road between port of Mr. Lythgoe represents that the exmated there were between 5 and 6,000 at. Branchville and Columbia. A similar table, pense of the maintenance of way on the tendants. Another comparison between the we have in preparation for the Charleston Hamburgh road the last year, has been \$293 years 1842 and 1844, will serve to illustrate and Hamburgh road; which has not yet per mile; which, including the sum of \$328 the powers and advantages of the larger been perfected, for the want of the necessal expended in ditching and on combankment, class of Locomotives, six (6) of which have ry documents.

been added the last two years, to the 2d The Report of Mr. G. B. Lythgoe, the the whole sum \$299 per mile. The exand 3d class engines previously used on the Superintendent of the road, shews that un-road. In the year 1842, the year previous der his vigilant supervision, the track and embia branch was but \$138 per mile, includto the consolidation of the two roads, 14 en- bankments have been preserved in the same ing \$424 incurred in ditching and embankgines in service, made 1,809 arrivals and good condition, represented to be in the pre- ments, makes \$144 28-100 per mile. The departures; performed 286,995 miles; trans- vious year. He states, however, what has difference in the expense per mile on the

road \$408,704 87.

ported 92,336 bales of cotton and 33,925 been long since apprehended, that the heads two roads, is explained by the different plan

FIRST ANNUAL REPORT OF THE SOUTH-CARO- passengers, and realized in money for the off the piles, sustaining the cross ties and superstructure, on the Hamburgh road, are In 1844, 17 Locomotives are returned as beginning to exhibit decay, and to obviate accompany this report, will exhibit a satis-factory account of the property, the liabili-run over 310,812 miles, and transported mud sills on the tops of the piles. That, if ties, and the available assets of the S. C. 186,638 bales of cotton and 54,146 passenthis work is commenced immediately, its R. R. company as now consolidated. To gers—and realized on the whole, including expense may be distributed through consettee Tabular statement No. 6, the attention treight on merchandise and the mail \$532, cutive years; and therefore, recommends of the stockholders is particularly invited, 869 85, shewing with but 3 additional en that 20 miles of the road, for the next four

On the Columbia road, which is generally proportion to the increase on the quantity of and summer. As it is but 4 years and 6 This is an interesting paper, exhibiting the freight and number of passengers, and months since that section of the road was constructed of cypress ties; but sufficient sap timber, will not answer the purpose inequal to an average of \$6 per mile, makes

quire renewal. The expense of mainten- with economy and satisfaction. ance of way on the Hamburg road, if preserved at the above standard, \$299 per mile, is as low, probably as it can be reduced to;

and the business on it increases. tives, many of which, had been in the ser-sponsibilities afford them the best opportu-standard, there will be a corresponding device of the South-Carolina canal and rail nity of forming correct opinions, concur in crease in the probable cost of the Roan. road company from its commencement of the necessity of an additional number of The Board of Directors, with much satismay be considered as in a condition to be but the interests of the Company, and its Chatanouga, and 17 of the Coosa at Rome. ployed: and the best regulated English and exist. American roads preserve very nearly this in no modes of transportation, are the alternations from one extreme to the other, so holder, but responded favorably to the application, are the alternations from one extreme to the other, so holder, but responded favorably to the application, so far as to authorise this Company and the West Point and Montgomery Railtones, where there is a deficiency for the time of power, must be resorted to; and zens of that section of country through respective enterprizes, estimating them as engines, though slightly disabled and easily which the Road to Camden was to pass, and important links, in common with that of the repaired, are too frequently forced from ue- as a motive for this Company so to co-ope. South Carolina, in that great chain of railcessity, on another trip to their more per-rate in the work, an act was passed autho-road intercommunication connecting the manent injury, if not ruin; or taken in shop rizing the funding at 5 per ct. interest, and extreme eastern with the most south-western late at night, hastily overhauled, and rudely on time, of a debt which accrued under the extremities of the Union-an enterprize in

of construction, and the different ages of the rangements, to preserve the locomotives in Company. A reference to the act will roads; the timber, with the exception of one the best condition for profitable use; or to explain more satisfactorily its provisions. short section on the Columbia road, not have conduct the operations at the workshops, To enable the stockholders to act more ading had time yet to manifest decay or re- and regulate the transportation on the road visedly on the subject, and at the particular solicitation of many of the citizens of Sum-The Joint report of the general Agent, ter and Kershaw, who had expressed an in-Mr. King, and the agent of transportation, terest in the enterprize, a preliminary sur-Mr. Hacker, show that this company now vey was ordered by the Board of Directors. while some addition to the amount incurred have in service, for the very large and in- Mr. Mac Rac, favorably known to the stockfor the same objects on the Columbia branch, creased business which has devolved on it, holders, was charged with the service, and will become necessary as the age of the road but 18 passenger and baggage cars; and his report and approximate estimate of the 293 freight cars; 147 of which, are of 4 probable cost of the work, is herewith re-The report of Mr. Darrel, master of the wheels with canvass sides, and of inconsid-spectfully submitted. His estimate is based workshops, presents the state and condition erable burden: the whole of them, not on two plans of superstructure. In the one, of the motive power owned by the company: more than equal to accommodate the loads where a wooden stringer and light iron rail and a favorable statement of the quantity of for 2 engines. Of these, one 8 wheel Pasis used, the cost is estimated at \$450,000. work done in the finishing and smithshops and senger, one 8 wheel Baggage, thirty-two 8 In the other, where a heavier T rail is used, foundery, and on the locomotives rebuilding wheel Box, and fourteen 8 wheel Platform and the plan is made to conform to that of and repairing, the last year. From his re- Cars have been added during the year 1844, the Columbia Road, the cost is put down at port, it appears he received from his prededent and at a cost to the Company for wood-\$540,696. In both estimates the present cessor as master of the shops, 23 locomowork of \$7020, and for wheels and axles—specific duty on rail iron at \$25 a ton is intives of the 2d and 3d class; enumerating as reported by Master of workshops, \$10,-cluded—amounting to \$60,000 on the first, all which bore the name in the yard, and 478, making for the whole \$17,498. Both and \$90,000 on the last estimate. If the one new boiler finished. Of these locomo of these officers, and whose duties and re- tax is remitted, or reduced to a revenue

business in the years '31 and '32. Four Passenger, Baggage and Burden Cars, to faction, now report to the stockholders, the are stated to have been in good order; 7 do the business of the road to the best adextension of the Georgia Railroad to Covdefective, and somewhat disabled, but pervantage, with punctuality, and to the satisforming road service; 6 repairing, and refaction of travellers and shippers. The want Madison; and that the reported progress in building, and 3 condemned; since which, 3 of more suitable and more enlarged accom- the section above, removes all doubts as to of those disabled, have run their career and modations at the depots at Charleston, Ham- the road being completed to Whitehall, the been condemned; or laid up in ordinary for burg and Columbia, is the more strongly en-summer examination, and see to what pro-forced by their testimony; and while these lantic Railroad, by September or October fitable purposes they, or parts of them can subjects have engaged the attention of the next, and in time for the opening of the fall be applied. To the above lecomotives, have Board of Directors, whose term of service business. At the same period, such is the been added the last two years, 6 of Balwin now expire; they cannot too strongly improgress now making with the work on the and Whitney's; 6 wheel connected locomopress its importance on those who, by your Western and Atlantic Railroad, that that tives of the 2d class. Deducting the 6 selection, may be their successors in office road will be completed and in operation to which have been condemned, or laid up in for the present year. It may involve con-the Oostanauly, 84 miles beyond Whitehall ordinary—and one (1) that is rebuilding, 22 siderable expenditure in the first instance; and within 56 of the Tennessee River at

made fit for road duty, under occasional re-pairs; from 16 to 17 of which, have been loss; and its ability, through active agents, kept in active service during the year end to discharge with exactness and despatch Railroad has been greatly improved, and acing 31st December, 1844: which is a very its varied responsibilities as a common car-tive measures taken to extend it some five large proportion. It has been considered good rier, to all who travel and transport on the or six miles east of Chehaw. At the late policy, and particularly by those well ac-quainted with the delicate mechanism of the more suitable, more commodious, and more 2 per cent. lan I fund, and amounting to locomotive, so easily deranged, that compa- permanent buildings at the workshops, and about \$240,000, was appropriated in equal mes should own double the number that the three important depots at Charleston, proportions, and on most favorable terms, to they can keep constantly and profitably em Hamburg and Columbia, than at present the completion of the West Point and Montgomery Road to the Chattahoochee, and to At the last session of the Legislature, ap- that of a newly projected road connecting proportion. Where the opposito policy is plication was made by many of the citizens the Coosa, by Will's Creek Valley and the pursued, locomotives often suffer; are soon of Sumter and Kershaw, for aid in the form Sand Mountain, with Guntar's Landing destroyed, and rendered worthless from the of a subscription, to assist in extending the on the Tennessee. All these events go to want of timely and effectual reparation. S. C. R. Road, under a provision in its approve the late action and policy of a ma-When the business of the road presses, and charter, to Camden. That body declined jority of your Board of Directors in co-operepaired by the light of the torch, so as to law reducing the stock in the L C. & C. which not only this Company, but the city be replaced on road, for service, in time next R. R. Company, and which now stands to of Charleston and State of South Carolina, morning. It is difficult, under such ar- the credit of the State in the books of said cannot but feel the deepest interest, and acpletion must have on the prosperity of each. All of which is respectfully submitted by JAMES GADSDEN, President.

Schuylkill Navigation .- We hope the anticipations of the editor of the U. S. Gazette Great Britain steam ship, with an account may be more than realized in the results of of the trial voyages," by Mr. T. R. Guppy, this work.

are prepared to receive proposals for the of the origin of the Great Western Steim enlargement of their work. We congratu. Ship Company, by a few of the proprietors promptly furnished by our own fellow citizens, —hence the building of the Great Western who understand the subject, appreciate the steamer, which succeeded beyond the exand manufactures. duced one-third to one-half. There is no longer the slightest reason to doubt that the enlargement and improvement will be vigorously prosecuted to completion. We understand that proposals have already been made of iron used in the hull is 1,040 tons; the on a large portion of the heaviest work, at weight of wood work, in decks, &c., is 370 on a large portion of the heaviest work, at rates within the estimates of the Engineer, tons; weight of the engines and boilers, by competent contractors.

Increase of Railway Traffic .- Wills' Liverpool share circular gives a list of 25 goods, at a draft of 17 ft. water forward, and Railways which shows an increase of reenter into the details of the construction, which and then nearly out of the water. ceipts, during the first eight weeks of this were fully given in the paper, and amply illusperiod of last year, of £100,612. which a large scale, covering the walls and table. and several naval men, as well as the engi-

knowledge the important influence its com- 1,126l.; South Eastern and Dover, 15,148l.; area of the six palins was 561 feet, and its Circular.

INSTITUTION OF CIVIL ENGINEERS. The paper read was "a description of the Assoc. Inst. C. E, under whose superin-It will be seen by an advertisement in tendance the vessel and engines were conour paper of this morning, that the company structed. The paper first gave an account late our friends upon their success in obtain. of the Great Western Railway, who thought ing the necessary funds to carry out this in that, when their railway was completed, Bristeresting improvement. The amount re. tol would become the natural port for a diquired for present operations has been rect line of communication with New York -hence the building of the Great Western importance of the Navigation, and have con- pectation of the proprietors, with the single fidence in its success. We may now look exception, that, like many other steamers, forward to a bright day again in our City the machinery and fuel occupied so great a Finances, which are so intimately connect- space, comparatively with that devoted to ed with the prosperity of this great work : its passengers and goods, as to operate precompletion may also be expected to exercise judicially in a pecuniary point of view. The the happiest influence upon our commerce company then projected a second ship, and, The Engineers who after much consideration, decided upon have furnished the plans and estimates, are building it of iron, with peculiar direct actwell known to us: they are entitled to and ing engines; and, in consequence of the enjoy the fullest confidence of this commu. apparent success of the experimental Archinity. According to their reports, an expen. medes, they determined upon using the diture of one fourth the present cost of the screw propeller. The details of the conworks, will increase their capacity three-fold. struction, with the dimensions, were then It is estimated by the highest authority, that given : of the latter, as they have so repeat. the cost of transportation will thus be re- edly been published, it will suffice to men-50 feet 6 inches; depth of hold, 32 feet 6 inches; tonnage, 3,444 tons. The weight without water, is 520 tons; the total weight is, therefore 1,930 tons. She will take 1000 tons of coal, and 1000 tons of measurement Wyre, 8991.; Sheffield and Manchester, which equals an angle of 28 degrees; the 11).-Mining Journal.

Ulster, 124l.; York and North Midland, weight was 77 cwt. The engines employed 1,070.—From Mr. J. Will's Liverpool Share to drive this screw consisted of four cylinders, each \$8 inches in diameter, with six feet stroke, working with steam at 41 lbs. pressure, and cutting it off at one-sixththe length of the stroke. The connecting rods act directly in pairs upon crank pins, at either end of the main shaft, 17 feet long by 28 inches in diameter. Upon the main shaft is a toothed drum, 16 feet diameter, around which work four pitched chains, encircling also a lower drum, 6 feet in diameter, upon the propeller shaft. The chains work quietly and smoothly; and, when the engines are making 18 revolutions per minute, the speed being nearly 2.95 to 1, the screw makes about 53 revolutions per minute. A considerable portion of this shafting was 30 inches diameter, hollow, and formed of two courses of plates, three-fourths of an inch thick, rivetted tegether.

The slip of the screw was also discussed at length, and it appeared that in one trial (the engines making 182 revolution, the speed of the vessel being 121 knots) the speed of the vessel was as 907 to one of the screw. The details of the dimensions of the boilers were given, but owing to the seasickness of the stokers on the voyage, no account of the consumption of fuel could be given. The account of the trial trips in the British Channel, and of the voyage from Bristol to London, abounded in curious facts. It appeared that with the engines making 181 revolutions, the speed of the vessel would be 112 knots, and the slip of the screw 13 per cent.; even during the voyage round, with a heavy gale dead against her, she made upwards of 91 knots. The ship behaved remarkably well, steered well, and, although disadvantageously loaded, with no weight in her bottom, she rolled easily. In the heaviest weather the engines worked uniformly, and never made those variations in speed, which are observed in steamboats when the 17 ft.6 in. aft. Our limits will not permit us to paddle-wheels are alternately plunged deeply

In the conversation which ensued, and in year, as compared with the corresponding trated by numerous drawings and models to which Sir Charles Napier, Captain Hosken, will give, should the same ratio of increase of the water-tight bulkheads in preventing dangers from a leak in parative advantages of the paddles and the any one compartment, in case of fire, and screw were discussed. It was allowed, that £653,678 or over three millions of dollars. for tying and stiffening the vessel, were for sea-going steamers, the screw possessed Birmingham and Gloucester, 2,677l.; strongly insisted upon. The action of the great advantages, and particularly for war Chester and Birkenhead, 514l.; Eastern screw propeller was then fully treated, and steamers, the present construction of which Counties, 2,1731.; Edinburgh and Glasgow, from the tabulated result of the experiments, Sir Charles Napier condemned in toto. Few 1,934l.; Glasgow, Paisley, and Greenock, on several kinds of screws, it appeared, that, men have had more opportunities of forming 161l.; Glasgow, and Ayr, 1,597l.; Grand with the Archimedes the greatest velocity a more accurate opinion, as he has directed Junction, 51641.; Great North of England, of the vessel (which was 6.375 knots) was his attention to the subject for upwards of 1,932l.; Great Western, 16,117l; Liver attained with a screw 5 feet 9 inches in di- twenty years, having been interested in and pool and Manchester, 3,2451.; London and ameter, the angle of which was 193 degrees. commanded in her first voyage, in 1821, the Birmingham, 5,411l.; London and Brighton, speed of the versel to that of the screw, was versel that ever went to sea, and which conversely. London and Croydon, 1,214l.; as '787 to 1. Subsequent alterations in very data cargo from London to Paris direct, Manchester and Birmingham, 3,413l.; form gave improved results, and governed without transhipment. Capt. Hosken gave Manchester, Bolton, and Bury, 636l.; Manchester and Leeds, 5,043l.; Midland Rail. Britain. It was of wrought iron, with six as a weatherly ship, and of the screw as a way, 10,314l.; Newcastle and Carlisle, 1, arms, 15 feet 6 inches in diameter, with a means of propulsion at sea. The discussion 6331.; North Union, 2,8891.; Preston and pitch, or helix, of 25 feet to one revolution, was adjourned until next Tuesday, (March

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Anglo Mexican Mint Anti Dry Rot Australian Trust Company General hteam Navigation St Western Steam Pa Metropolitan Wood Pav Patent Elastic Pav Peninsular and Oriental Ditto Polytechnic Institution Reversionary Int. Soc L. Mail Steam Packet Gouth Western Steam	10,000   5,700   10,000   11,493   5,3 \( \text{2} \)   15,000   1   15,000   1   14,000   5   15,000   1   14,000   5   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   15,000   1   1	00 15 	35 14 100 6 1 1 50 40  60 60 	0 2 2 2 5 5 6 7 6 6 7 6 4 1 10 3	7 27 5 27 5 4 14 65 14 65 104 61 37	Mer Mac Mac Nea Oxfo Reg Shrow Som Staff Stool Strow Strow Strow Strow Strow Strow Strow Mer Mac	ton Movesey and celesfield th	Irwell. Loncon  Worce	ster	250 500 3,000 247 1,786 21,418 500 800 700 500 200	100 100 100 100 100 33‡ 125 150 140 125 145	100 100 100 100 100 33‡ 125 150 140 125 145	10 10 2½ 17 30 2½ 6 7½ 25 12 14	15 365 505 25 120 123 480 230 360	15 365 25 120 123 480 230 360
Anglo Mexican Mint	10,000 . 5,700 10 20,000 1 15,000 11,493 5 3,200 5 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 10 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	00 15 10 1 50 50 50 100 25	35 14 10 100 6 1 50 40 100 60 7 1 10	0 2 2 2 5 5 6 7 6 6 7 6 4 1 10 3	7½ 27 504 14 65 14 65 104 37	Mer Mac Mac Nea Oxfo Reg Shrow Som Staff Stoo Strow Strow Swar Swar Swar Swar Mer Mer Mer Mer Mer Mer Mer Mer Mer Me	ton Movesey and celesfield th	vbray Irwell Loncon al Worce	ster	250 500 3,000 247 1,786 21,418 500 800 700 500 200 533	100 100 100 100 100 33‡ 125 150 140 125	100 100 100 100 100 33‡ 125 150 140 125 145 150	10 10 21 17 30 21 6 71 25 12 14 19 15	15 365 505 25 120 123 480 230 360	15 365 25 120 123 480 230 360
Anglo Mexican Mint	10,000   5,700   10,000   11,493   5,3 \times 10,000   15,000   1,493   5,3 \times 10,000   14,000   3,000   13,000   14,000   3,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,	00 15 1 10 1 50 50 50 1 1000 25 10	35 14 10 160 6 1 5 50 40 100 60 7 1 10 50	0 2 2 2 5 6 7 6 6 7 6 4 1 10 3 0 1 1	7½ 27 504 14 65 14 65 104 37	Mer Mad Mad Nea Oxfide Reg Shr Som Staf Shr Stoo Stro Stro Stro Tre	ton Movesey and colesfield th	vbray Irwell Loncon al Worce  Vhy & L Acrsey	ster	250 500 3,000 1,786 21,418 500 800 500 200 533 3,762 2,600	100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡	100 100 100 100 100 33‡ 125 150 140 125 145	10 10 2½ 17 30 2½ 6 7½ 25 12 14	15 365 505 25 120 123 480 230 360	15 365 25 120 123 480 230 360 240 30
Anglo Mexican Mint	10,000   5,700   10,000   11,493   3,200   5 5,3 \otimes 10,000   12,000   14,000   5 3,000   14,000   5 3,000   14,000   5 3,000   5	00 15 10 1 50 50 50 10 00 25 10 50	35 14 10 160 6 1 5 50 40 100 60 7 1 10 50	0 2 2 2 5 6 7 6	7½ 27 50 14 65 14 65 14 37	Mer Mac Mac Mea	ton Movesey and colesfield the coles	vbray Irwell Loncon al Worce Vhy & L Acrsey I Medw.	ster	250 500 3,000 247 1,786 21,418 500 700 200 200 200 2,600 8,142	100 100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26½ 50 19‡	100 100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	15 365 505 25 120 123 480 230 360 240 30 495	15 365 25 120 123 480 230 360 240 30
Anglo Mexican Mint	10,000   5,700   10,000   11,493   15,000   14,000   5,300   14,000   5,300   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500	00 15 10 1 50 50 50 00 00 1 10 10 10 10 10 10 10 10 10 10	35 14 10 10 10 10 10 10 10 10 10 10 10 10 10	0 2 2 2 2 5 5 6 6 7 7 6 44 10 3 3 0 11	7 27 27 5 65 65 65 65 65 65 65 65 65 65 65 65 6	Mer Mac	ton Movesey and colesfield theordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordord.	vbray Irwell Loncon al Worce Vhy & L Acrsey I Medw. nd Birm	ster	250 500 3,000 247 1,786 21,418 500 500 500 200 200 533 3,762 2,600 8,144	100 100 100 100 100 133‡ 125 150 140 125 145 150 100 26‡ 50 19‡	100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	15 365 505 25 120 123 480 230 360 240 30 495 10	15 365 25 120 123 480 230 360 240 30
Anglo Mexican Mint	10,000   5,700   10,000   11,493   11,5000   12,5000   13,000   13,000   13,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   13,500   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14,000   14	00 115 10 10 1550 50 10 00 10 10 10 10 10 10 10 10 10 10 10	35 14 10 10 10 10 10 10 10 10 10 10 10 10 10	0 2 2 2 2 5 5 6 6 7 7 6 10 3 3 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 27 27 27 27 27 27 27 27 27 27 27 27 27	Mer Mac	ton Movesey and colesfield theordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordordord.	vbray Irwell Loncon al Worce Vhy & L Acrsey I Medw.	ster	250 500 3,000 247 1,786 21,418 500 500 500 200 200 2,600 8,145 2,600 8,145 2,980	100 100 100 100 100 133 125 140 125 145 145 150 160 261 191 100	100 100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	15 365 505 25 120 123 480 230 360 240 30 495	15 365 25 120 123 480 230 360 240 30
Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation It Western Steam Pa. Metropolitan Wood Pav. Peninsular and Oriental. Oitto. Polytechnic Institution Leversionary Int. Soc. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel. Juiversity College	10,000   5,700   10,000   11,493   3,200   5,3 \( \tilde{\text{1}} \) 15,000   1   15,000   1   15,000   1   1,500   1   1,500   1   1,500   1   1,720   10   3,000   1   1,720   10   3,000   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,5	00 15 10 10 15 50 50 10 00 12 10 10 10 10 10 10 10 10 10 10 10 10 10	35 14 10 00 6 1 5 40  10 60 60 60 60 60 60 60 60 60 6	0 2 2 2 2 5 5 5 6 7 6 3 10 11 3 10 11 15 15 15 15 15 15 15 15 15 15 15 15	75 27 56 17 11 65 11 104 66 37 5	Mer Maa Maa Maa Maa Maa Maa Maa Maa Maa Ma	ton Movesey and coclessified the cords. The cords or lopshire. Learner coford and ewsbury arbridge budwater ausea corn & Vent and Mames and rwick a rwick a	wbray . Irwell . Loncon . al . Worce Why & L Acrsey . I Medwand Birm	ster	250 500 3,000 247 1,786 21,418 5000 800 700 200 200 2,600 8,142 2,600 8,144 2,000 986	100 100 100 100 100 133 125 140 125 140 125 140 125 140 150 100 26½ 50 19½ 100	100 100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	15 365 25 120 123 480 230 360 240 30
Anglo Mexican Mint	10,000   5,700   10,000   11,493   3,200   5,3 \omega   15,000   1   15,000   1   15,000   1   15,000   1   1,500   1   1,500   1   1,500   1   1,500   1   1,500   1   1,400   1,500   1   1,500   1   1,400   1,500   1   1,400   1,500   1   1,400   1,500   1   1,400   1,500   1   1,400   1,500   1   1,400   1,500   1   1,400   1,500   1   1,400   1,500   1,500   1   1,400   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500	00 15 10 1 15 50 50 00 00 1 10 50 10 50 10 10 10 10 10 10 10 10 10 10 10 10 10	35 14 10 100 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2 2 2 5 5 6 7 6 6 3 3 3 1 8 1 8 1 8 1 1 8 1 1 1 1 1 1 1 1 1 1	75 27 5 34 17 14 65	Mer Mac Mea	ton Movesey and ceclesfield the color of long the color of long the cents of long th	vbray	ster	250 500 3,000 247 1,786 21,418 500 700 200 533 3,762 2,600 8,142 2,900 Water 4,800	100 100 100 100 100 133 125 125 140 125 145 150 100 26 19 100 Work	100 100 100 100 100 33‡ 125 140 125 145 150 100 26‡ 50 19‡ 100 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	15 365 25 120 123 480 230 360 240 30 10
Anglo Mexican Mint	10,000   5,700   10,000   11,493   15,000   14,000   5,000   10,000   15,000   10,000   15,000   10,000   15,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,00	00 15 10 1 10 1 50 50 50 00 00 225 10 00 1 138 13 10 188 188 190 190 190 190 190 190 190 190 190 190	35 14 10 10 10 10 10 10 10 10 10 10 10 10 10	0 2 2 2 2 5 5 5 6 7 6 3 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	75   27   14   104   114   105   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115	Mer Maa Maa Maa Maa Maa Maa Maa Maa Maa Ma	ton Movesey and ceclesfield th	wbray . Irwell . Loncon . al . Worce Why & L Acrsey . I Medwand Birm	ster	250 500 3,000 247 1,786 21,418 500 700 500 200 23,765 2,600 8,145 2,000 98 Water 4,830 4,433	100 100 100 100 100 133 125 125 140 125 145 150 100 26 19 100 Work	100 100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	15 365 25 120 123 480 230 360 240 30 10
Anglo Mexican Mint	10,000   5,700   10   20,000   1   15,000   1   1493   3,200   5,3 \infty   10   15,000   1   4,000   5   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   10   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500	00 15 10 1 10 1 50 50 50 00 00 1 1 1 1 1	35 14 10 100 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2 2 2 2 5 5 6 7 7 6 6 3 10 11 15 15 15 15 15 15 15 15 15 15 15 15	75 27 56 11 11 65 11 104 61 37 5	Mer Mac Mea	ton Movey and ceclesfield the color of long the color of long the cents of long the certs to color and ewsbury arbridge budwater ansea of long the cert & Vent and Mames and rwick a rwick a rwick a londound Junc v River	wbray Irwell Loncon al Worce Why & L Aersey I Medwa nd Birm nd Napt L. B. An	ster	250 500 3,000 247 1,786 21,418 500 700 500 200 23,765 2,600 8,145 2,000 98 Water 4,830 4,433	100 100 100 100 100 133 15 150 145 150 100 26 100 Work 25 100 av.	100 100 100 100 100 33‡ 125 140 125 145 150 100 26‡ 50 100	10 10 21 17 30 21 6 71 25 12 19 15 5 15 65  101 81 81	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	15365 2551200 1233480 360 240 30 10
Anglo Mexican Mint	10,000   5,700   10,000   11,493   3,200   5,3 \( \tilde{\text{2}} \) 15,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,00	00 15 10 1 10 1 50 50 50 00 00 225 10 00 1 138 13 10 188 188 190 190 190 190 190 190 190 190 190 190	35 14 10 10 10 10 10 10 10 10 10 10 10 10 10	0   2   2   5   5   5   5   5   5   6   7   7   6   6     3   3   6   10   15   15   15   16   16   16   16   16	75   27 56   11   65   4   104   65   4   37   5   180   160   160   131   365   365   250   250   250   60   105   440   40	Mer Mac Mac Mea Mac Mea Mac Mea Mac Meg Shru Staff Shru Store Store The Wa Wa Mac Mea	ton Movey and ceclesfield the color of the color of the cents or lopshire. Herset co ford and ewsbury inbridge undwater ansea. Crn & Vint and Mames and rwick a rwick a minghant London d Junc v River nechester	vbray Irwell Loncon al Worce Vhy & L Acrsey I Medwand Birm nd Napt n L. B. Al	ster	250 500 3,000 247 1,786 21,418 500 700 200 533 3,762 2,600 8,142 2,900 Water 4,800 4,433 5,500 1,500 6,486	100 100 100 100 100 100 33‡ 125 150 140 125 150 100 26½ 50 19‡ 100 Work 25 100 av. av.	100 100 100 100 100 33‡ 125 140 125 145 150 100 26‡ 50 19‡ 100 41 2-3 30	10 10 21 17 30 21 6 71 25 12 19 15 51 65 10 18 8 7 12 10 8 8	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	15365 2551200 1233480 2300 360 2400 300 10 2285 90 577
Anglo Mexican Mint	10,000   5,700   10,000   11,493   13,200   5,300   14,000   6,500   10,000   14,000   15,000   16,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500	00 15 10 1 10 1 10 1 10 1 10 1 10 1 10	35 14 10 100 66 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2 2 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	76 27 56 114 65 114 65 114 65 114 65 114 65 114 65 114 37 1180 160 1180 160 1180 160 1180 105 1180 105	Mer Mac Mea Mea Nea Oxf Reg Shr Stan Stan Stan Str Str Str Sto Str	ton Movey and ceclesfield the color of long the color of long the cents of long the	vbray Irwell Loncon al Worce  Vhy & L Mersey d Medw. nd Birm nd Napt L. B. Al and Sali S. Lon	ster  ail Av.  ingham.  on.  ord.  don.	250 500 3,000 247 1,786 21,418 500 500 200 200 2,600 2,600 8,142 2,980 Water 4,803 5,500 1,500 6,486 1,000	100 100 100 100 100 100 33‡ 125 150 145 150 125 145 150 26½ 50 19‡ 100 Work av.	100 100 100 100 100 33‡ 125 140 125 145 150 100 26‡ 50 100 41 2-3	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81 71 25	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	15365 2551200 1233480 2300360 240030 100 2255 900 57755
Anglo Mexican Mint	10,000   5,700   10,000   11,000   11,493   3,200   5,3 \sqrt{15,000}   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,	00 15 10 1 10 1 10 10 10 10 10 10 10 10 10 10	35 14 10 10 10 10 10 10 10 10 10 10 10 10 10	0 2 2 2 2 5 6 7 6 6 3 3 10 11 18 10 15 15 10 15 15 10 15 10 10 15 10 10 10 10 10 10 10 10 10 10 10 10 10	76 27 56 11 104 61 37 50 160 160 131 131 135 365 250 105 440 161 161 161 161 161 161 161 161 161 161	Mer Mac Mea Mea Nea Oxf Reg Shr Stan Stan Stan Str Str Str Sto Str	ton Movey and ceclesfield the color of long the color of long the cents of long the	vbray Irwell Loncon al Worce Vhy & L Acrsey I Medwand Birm nd Napt n L. B. Al	ster  ail Av.  ingham.  on.  ord.  don.	250 500 3,000 247 1,786 21,418 500 500 200 200 200 2,600 2,600 8,143 2,600 4,433 5,500 1,500 1,500 8,294	100 100 100 100 100 133 125 150 145 150 100 26 150 100 Work av.	100 100 100 100 100 33‡ 125 140 125 145 150 100 26‡ 50 19‡ 100 41 2-3 30	10 10 21 17 30 21 6 71 25 12 19 15 51 65 10 18 8 7 12 10 8 8	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	15365 2551200 1233480 2300360 240030 100 22255 900 57755
Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation It Western Steam Pa. Metropolitan Wood Pav. Patent Elastic Pav. Peninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc. It Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel. Jniversity College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Crewash Forth and Clyde. Grand Junction Grand Surrey	10,000   5,700   10,000   11,493   3,200   5,3 \( \) 15,000   16,000   17,500   17,000   17,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,5	00 15 10 10 10 10 10 10 10 10 10 10 10 10 10	35 14 10 100 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2 2 2 5 5 6 7 7 6 6 6 3 3 3 10 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 1	75   27   56   17   18   18   18   18   18   18   18	Mer Mac Mea	ton Movesey and ceclesfield the condition or lopshire. 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Anglo Mexican Mint	10,000   5,700   10,000   11,493   3,200   5,3 \( \) 15,000   15,000   16,000   17,000   17,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   16,000   10,500   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000   10,5000	00 15 10 1 10 1 50 50 50 00 00 00 225 10 00 1 181 83 10 00 do.	35 14 10 100 66 1 1 50 100 14 100 14 100 14 100 14 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15 100 15	0 2 2 2 2 5 6 7 7 6 6 3 3 10 11 15 15 15 10 36 14 25 14 25 10 10 10 10 10 10 10 10 10 10 10 10 10	76 27 27 27 27 27 27 27 27 27 27 27 27 27	Mer Mac Mea Mac Mea	ton Movey and ceclesfield the ceclesfield the corl of the cents or lopshire. The cents or lopshire cents or local and ewsbury urbridge undwater ausea. The cent of the cents o	Loncon  Loncon  Why & L Mersey  Mersey  Mersey  Mersey  L. B. Ai and Sali  S. Londesex  Dock	ster ail Av. ny. ingham. on. ord. don	250 500 3,000 247 1,786 21,418 500 500 200 200 200 2,600 2,600 8,143 2,600 4,433 5,500 1,500 1,500 8,294	100 100 100 100 100 100 33 1125 150 140 125 150 100 26 19 100 Work 25 100 av. av. av.	100 100 100 100 100 33‡ 125 140 125 145 150 100 26‡ 50 100 41 2-3	10 10 10 21 17 30 21 6 71 25 12 19 15 51 65 10 18 8 7 12 11 15 51 6 6 7 15 15 15 15 15 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126	15 365 25 120 123 480 230 360 240 30 10
Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation It Western Steam Pa. Metropolitan Wood Pav. Peninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel. Jniversity College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Crewash Forth and Clyde. Grand Junction Grand Surrey	10,000   5,700   10,000   11,493   3,200   5,3 \( \) 15,000   16,000   17,500   17,000   17,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,500   10,5	00 15 10 10 1 50 50 50 00 00 225 10 50 00 1 183 10 00 do. do. do. do. do. do.	35 14 10 100 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2 2 2 2 5 6 7 6 6 3 3 18 18 18 18 18 18 18 18 18 18 18 18 18	76   27 56   11   65  14   65  104   65  104   37  160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   160   1	Mer Mac Mea Mac Nea Oxf Reg Shr Stan Stan Stan Str	ton Movey and ceclesfield the color of the color of the cents or lopshire cents and and cents are cents of the cents o	wbray Irwell Loncon al Worce Why & L Aersey I Medwa nd Birm nd Napt tion L. B. An and Sali S. Lone lesex	ster	250 500 3,000 247 1,756 21,418 500 700 200 200 2,60 8,145 2,600 8,145 2,600 Water 4,800 1,500 6,486 1,500 8,204 1,500 8,204 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,	100 100 100 100 100 33‡ 125 150 140 125 150 100 26å 50 19‡ 100 Work av. av.	100 100 100 100 100 33‡ 125 150 140 125 150 100 26‡ 50 19‡ 100 41 2-3 30 100 63‡	10 10 10 21 17 30 21 6 71 25 12 19 15 51 65 101 81 71 81 65 71 81 65 71 81 81 81 81 81 81 81 81 81 81 81 81 81	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	15 365 25 120 123 480 230 360 240 30 10
anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Jeneral hteam Navigation at Western Steam Pa. Metropolitan Wood Pav. Peninsular and Oriental. Ditto. Polytechnic Institution. Ditto. Polytechnic Institution. Ditto. Polytechnic Institution. Diversionary Int. Soc. Polytechnic Institution. Diversity College  Interval Inter	10,000   5,700   10,000   11,493   13,200   5,300   14,000   6,000   1,500   10,000   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500   1,500	00 15 10 1 10 1 10 1 10 10 10 00 00 1 10 10 1	35 14 10 10 10 10 10 10 10 10 10 10 10 10 10	0 2 2 2 2 5 5 6 6 3 3 3 10 11 12 12 12 12 12 12 12 12 12 12 12 12	75   27   56   114   65   114   65   114   65   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115	Mer Mac Mea Mea Mea Nea Nea Shr Shr Shr Stor Stor Stor Tha Wa Wa Birr East Gra New Mar Vau Wa Com East Lon St. F.	ton Movey and ceclesfield the ceclesfield the cord of long shire. Learned the certain the	wbray . Irwell . Loncon . Loncon . I Worce Why & L Acrsey . I Medwand Birm and Napt L. B. Al and Salt . S. Lonesex . Dock . est India	ster	250 500 3,000 247 1,786 21,418 500 500 200 200 200 200 200 2,600 8,145 2,600 8,145 2,600 8,145 1,500 6,486 1,500 8,294 1,065	100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26å 50 19‡ 100 Work 25 av. av. cks.	100 100 100 100 100 33‡ 125 150 140 125 150 100 26‡ 50 19‡ 100 41 2-3 30 100 63‡	10 10 10 21 17 30 21 6 71 25 12 19 15 51 65 101 81 71 81 65 71 81 65 71 81 81 81 81 81 81 81 81 81 81 81 81 81	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126	15365 251200 123480 2300 360 240 30 10 2285 90 57555 127

22.22	RIGAN							12.			
STATE WORKS.	Length in miles	Cost.	Income.	Expend.	Income.	44. Expend.	The 5	fet wid	e, and 80 to	feet deep, and H 90 feet in lengt	he lock
Y. IBlack river canal		1,524,967					The	six mill	ions naid	to the canal f	und i
" , 2 Cayuga and Seneca	. 21	237,000		10,953	24,618	14,443	anction	nand sa	lt duties	are not includence valle	ded in
' 3 Champlain canal	64	1,251,604			116,733		estima	te of cos	t. The (	Genesee valle	v and
' 4 Chemung	. 23	684,600		14,486	11,385	12,710	Black	river car	ials requi	re large sum	s for t
5 Chenango	97	2,420,000			22,179					which addit	
	8	156,777	461	3,674						estimated gro	
7 Erie—enlargement of	363	12,648,852	1,880,316				of thes	e canals	when fir	rished. The	sums
OF THIESEE VALIEV	120	3,739,000		10.010						two canals are	
1 3 32 miles opened, cost pr. 300,000		F0.000		13,819						g their total o	
	6	50,000	225	2,239	621		finishe	1 35,553,	000 and \$	2,499,900; an	expe
HIJOSWeg()	38	565,437		22,742	56,163	28,599	ture in	curred of	n estimate	d incomes (ad	lmitte
a. 12 Beaver division canal	25				7,38	5,386	be libe	ral,) of \$	<b>39,</b> 000 an	d \$14,000 res	pectiv
13 Delaware canal					109,278		The	total rec	eipts from	the works of	Penr
14 French creek										019,401; for	
15 Seneca river towing path					381	200 000	161,326	and the	cost abou	at 30 millions.	.
16 Columbia railroad					413,336	1200 00 7	f2 11		for 1811 v	vere as follow	s:
17 Eastern division					179,781	138,915	Canal	tolls.	1 - 1	-	578
18 Juniata canal							Railros	d tolls.		1	252
19 Portage railroad					351,102	248,943	Motive	nower		-	319
20 Western division canal	105						Trucks	power,			13
21 North branch Susquehannah canal	73 .1					F= (90)	of which	L MEDE O	00 ic from	119 miles of	ralln
22 West " " " "	72				101,949	31,000	and Sa	72 404 fe	am 550 m	iles of canal	
io 23 Hocking canal	56	975,130	4.757		5,286			10,10111	COL.	iles of canal.	
24 Miami canal	85	1,660,742		38,826	77,814	22,341	The	canals o	Unio ar	e supported l	y a
25 Miami extension	105	2,856,636			12,723	14,741	perty ta	X 01 51	muis on t	he dollar. T	nere
26 Miami northern division	35	322,000			unfin'd.	11	Kas mi	les of car	al in the	State, which v	пеше
27 Muskingum	91	1,627,318	23.167		00.00	4 4 000	1843 \$	11,623,	and in 18	\$44 \$515,393,	THE C
28 Ohio	334	4,600,000	322,751		343,711	113,210	let lan	413 heir	10 615 01	The W	icreas
29 Wabash	91	3,028,340		6,400	48,589	40 044	41 000	P 141-5 15 0	miv sola	441 1000HOLL 100	· vear
30 Walhonding	25	607,269		39,005	1,977	1 020	has evi	inhited a	greater 1	ncrease Inrous	gnout
31 Western road	31	255,015		1,782	8,747		country	than ev	er before	known.	11
1. 32 Sundry works		11 000 000					Thes	e 21 mil	lions on s	sundry works	yield
33 Maume canal		,000,000					income	whateve	er.		
l. 34 Sundry works		10000000		1			he	central r	auroad vi	elds above 6	per ce
ch 35 Central railroad	110	1,842,308	1.40.000	PE OCO	211,170	89,420	and is	he only	State wor	k—the Erie o	anal
36 Southern railroad	68	936,295	24,064	7,907	60,341	70,000	cepted-	-which	is able to	stand alone.	1
·····		····	~~~	Div	~~~	~~~	~~~	Value ,	~~~		~~
CANALS.	Length	Cost.	1843. Income.	per	r Inc	onie.	per	of	3	REMARKS.	
71	miles.			vett. cen	*	Nett.	cent. 8	tock.			-
Blackstone		********									
Bald Eagle Navigation		400,000							Wanner :	perhaps, at sor	me fut
Beaver and Sandy, (part)		1,000,000							we may,	permaps, at sor	ne ru
Charleston, (S. C.)									ie ne enau	led to give the	Hair
Chesapeake and Ohio	184	12,370,470	47,637				• • • •	lar	s of an in	ese canais.	
Conestota	12	300,000						De la	Inc Ches	apeake and Ol	the Co
Delaware and Chesapeake	13							20 18	not yet e	completed to	aic c
Schuylkill	108	3,500,000 2	79,795 102	2,221	. 190,693	120,624		31 mi	nes, nence	its triffing in	Come
Farmington								1.29	I ne emarg	gement of the	Arcui.
James river and Kenhawa				• • • • • • • • • • • • • • • • • • • •				KII.	canai na	s been comme	taler.
Middlesex		200,000							ne Morri	is canal was la	contract s
Port Deposit	10	200,000			1			lor	one milling	on, about one-	Touru
Delaware and Raritan		2,900,000	99,623 53	1,327	. 131,491	81,455		OI	its cost.	It is said in th	e par
Southwark		300,000						tha	t it is to b	e enlarged.	Cabo
1 Tride 387-4		2,900,000 .				1		see	n no repo	rt, nor heard o	the
Tide Water		0 000 000									
Union	80	2,000,000						po	intment of	any engineer	- 6
Union. Morris		1,000,000						28 poi	intment of	any engineer	
Union								po	intment of	any engineer	
Union. Morris. Dismal Swainp.	101	1,000,000				Width of	canal	28 Po	Expended		
Union. Morris	Length		E Length of	Size of local	ks. Depth on	Width of	canal	po	Expended	Income	-
Union. Morris. Dismal Swamp.  CANADIAN CANALS.	101	1,000,000	S Length of chamber.	Size of Incl	ks. Depth on mitre s.ll.	Width of Bottom.	canal.	28 Estimate.	Expended to Sept. 1843,	Income 1843.	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.	Length in miles.	No. of Lockag	E Length of chamber.	Size of Incl Width.	ks. Depth on mitre sill. feet.	Width of Bottom.	canal.	28 Estimate.	Expended to	Income 1843.	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie	Length in miles.	1,000,000   No. nf   Lockag   locks.   in feet.   31   328	Length of chamber. feet. 150	Width.  feet. 26 1-2	ks. Depth on mitre sill. feet. 8 1-2	Width of Bottom.	canal. Surface feet. 81	28 Estimate.	Expended to Sept. 1843,	Income 1843.	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie inction branch to Dunville { not added}	Length in miles.	1,000,000	E Length of chamber. feet. 150	Width.   feet.   26 1-2   26 1-2	ks. Depth on mitre s II.  feet. 8 1-2 8 1-2	Width of Bottom. 8 feet. 45 35	canal. Surface feet. 81	28 Estimate.	Expended to Sept. 1843,	Income 1843.	-
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville for added	Length in miles.	1,000,000   No. nf   Lockag   locks.   in feet.   31   328	Length of chamber. feet. 150	Width.  feet. 26 1-2	ks. Depth on mitre sill. feet. 8 1-2	Width of Bottom.	canal. Surface feet. 81	28 Estimate.	Expended to Sept. 1843,	Income 1843.	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie unction branch to Dunville { not added}	Length in miles. 28 121 1 1-2	1,000,000   No. nf   Lockag in feet.   31   328   1   6   6	E Length of chamber. feet. 150 150 200	Width.   feet.   26 1-2   26 1-2   45	ks. Depth on mitre sill. fee: 8 1-2 9	Width of Bottom. 8 feet. 45 35 45	canal. Surface feet. 81 71 85	28 Estimate.	Expended to Sept. 1843,	Income 1843.	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  ain trunk from Port Colborne to Port Dalhousie inction branch to Dunville food creek branch to Port Maitland below.  The St. Lawrence canal.	Length in miles. 28 21 1 1-2	1,000,000  No. of Lockag in feet.  31 328 1 6 1 6  2 7	S   Length of chamber.   feet.   150   200	ize of loci Width. feet. 26 1-2 26 1-2 45	ks. Depth on mitre s III. fee: 8 1-2 8 1-2 9	Width of Bottom. 8 feet. 45 35 45	canal surface feet. 81 71 85	28 Policies   Policies	Expended to Sept. 1843, 2,2,485,572	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  ain trunk from Port Colborne to Port Dalhousie inction branch to Dunville food creek branch to Port Maitland below.  The St. Lawrence canal.	Length in miles. 28 121 1 1-2 2 4	1,000,000   No. nf   Lockag in feet.   31   328   1   6   6	S   Length of chamber.   feet.   150   200	Width.   feet.   26 1-2   26 1-2   45	ks. Depth on mitre s II. fee: 81-2 8 1-2 9	Width of Bottom. 8 feet. 45 35 45 50 50	canal. Surface feet. 81 71 85	28 Estimate.	Expended to Sept. 1843, 2,2,485,572	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousie unction branch to Dunville not added to below.  The St. Lawrence canal. In alops and Port Cardinal. In arren's point.	Length in miles. 28 121 1 1-2 24 3-4	1,000,000  No. of Lockag in feet.  31 328 1 6 1 6  2 7	Length of chamber.   150   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   2	ize of lock Width. Feet. 26 1-2 26 1-2 45 45 45 45	ks. Depth on mitre s III.  fee: 81-2 81-2 9 9 9	Width of Bottom. 8 feet. 45 35 45 50 50 50	canal. Surface feet. 81 71 85	28 Estimate. 3,948,574 672,498	Expended to Sept. 1843, 2,485,572	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousie unction branch to Dunville not added to below.  The St. Lawrence canal. In alops and Port Cardinal. In arren's point.	Length in miles. 28 121 1 1-2 24 3-4	1,000,000  No. of Lockag locks. in feet.  31 328	Length of chamber.   feet.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	Size of lock Width. feet. 26 1-2 26 1-2 45	ks. Depth on mitre s III. feet: 8 1-2 8 1-2 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45	Canal. Surface feet. 81 71 85 90 90 90 150	28 Estimate. 3,948,573 672,498	Expended to Sept. 1843, 2,485,572	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Inction branch to Dunville one added to below.  The St. Lawrence canal. Include a pid Plat. Increase point.	Length in miles. 28 21 1 1-2 2 4 3-4 11 1-2	1,000,000   Lockag in feet.  31 328   6   6   6   2   7   2   11 1-5   1   3 1-5	Length of chamber.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   2	fize of loci Width. feet. 26 1-2 26 1-2 45 45 45 45 45	ks. Depth on mitre s III. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45 50 50 100 80	Canal. Surface feet. 81 71 85 90 90 90 150 120	28 Estimate. 3,948,575 672,498 865,377 1,190,087	Expended to Sept. 1843, 2,485,572	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie anction branch to Dunville food creek branch to Port Maitland below.  The St. Lawrence canal. alops and Port Cardinal apid Plat. apid Plat. apren's point. hwall, passing the Long Sault rapids. harnois, do. Cotean, Cedars and Cascades road	Length in miles.  28 21 1 1-2 2 4 3-4 11 1-2 11 1-4	1,000,000 Lockag in feet.  31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-5 7 48	Clargth of chamber.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	Size of lock Width. feet. 26 1-2 26 1-2 45 45 45 45	ks. Depth on mitre s III. feet: 8 1-2 8 1-2 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45	canal. Surface feet. 81 71 85 90 90 90 150 120	28 Estimate. 3,948,573 672,498 865,372 1,190,087 sld canal	Expended to Sept. 1843, 2 2,485,572 21,665,663 275,426 400,000	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie inction branch to Dunville for addeed road creek branch to Port Maitland below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. arren's point. arren's point. arren's do. Coteau, Cedars and Cascades road ine, do. Lachine rapids.	Length, jo miles.  28 21 1 1-2 2 4 3-4 11 1-2 11 1-4 8 1-2	1,000,000  No. of Lockag in feet.  31 328  1 6 1 6 2 7 2 11 1-5 1 3 1-5 7 48 9 82 1-5	Clargth of chamber.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	fize of loci Width. feet. 26 1-2 26 1-2 45 45 45 45 45	ks. Depth on mitre s III. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45 50 50 100 80	Canal. Surface feet. 81 71 85 90 90 90 150 120	28 Estimate. 3,948,575 672,498 865,377 1,190,087	Expended to Sept. 1843, 2 2,485,572 21,665,663 275,426 400,000	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie inction branch to Dunville food creek branch to Port Maitland below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. awall, passing the Long Sault rapids. aharnois, do. Cotean, Cedars and Cascades roadnine, do. Lachine rapids.	Length in miles.  28 121 1 1-2 2 4 3-4 11 1-2 11 1-4 8 1-2	1,000,000	Clargth of chamber.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	fize of loci Width. feet. 26 1-2 26 1-2 45 45 45 45 45	ks. Depth on mitre s III. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45 50 50 100 80	Canal. Surface feet. 81 71 85 90 90 90 150 120	28 Estimate. 3,948,573 672,498 865,372 1,190,087 sld canal	Expended to Sept. 1843, 2 2,485,572 21,665,663 275,426 400,000	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie metion branch to Dunville not added to below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. wall, passing the Long Sault rapids. harnois, do. Cotean, Cedars and Cascades roadnine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.	Length in miles.  28   21   1 1-2   2   4   3-4   11 1-2   11 1-4   8 1-2     12	1,000,000	Clargth of chamber.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	fize of loci Width. feet. 26 1-2 26 1-2 45 45 45 45 45	ks. Depth on mitre s III. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 8 feet. 45 35 45 50 50 100 80	Canal. Surface feet. 81 71 85 90 90 90 150 120	28 Estimate. 3,948,573 672,498 865,372,190,087 old canal 1,001,333	Expended to Sept. 1843, 2 2,485,572 21,665,663 275,426 400,000	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie metion branch to Dunville not added to below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. wall, passing the Long Sault rapids. harnois, do. Cotean, Cedars and Cascades roadnine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.	Length in miles.  28   21   1 1-2   2   4   3-4   11 1-4   8 1-2	1,000,000  No. of Lockag locks in feet.  31 328	E Length of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	Size of lock Width. Feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	ks. Depth on mire s.ll. fee: 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom. 5  feet. 45 35 45 50 50 50 100 80 80	canal. Surface feet. 81 71 85 90 90 90 150 120 120	28 Estimate. 3,948,573 672,498 865,377 1,190,087 sid canal 1,001,333 200,000	Expended to Sept. 1843, 2,485,572 1,665,663 275,426 400,000 64,439 440,000	Income 1843. 64,658	
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie unction branch to Dunville not added to below.  The St. Lawrence canal. alops and Port Cardinal. alops and Port Cardinal. apid Plat. arren's point. awall, passing the Long Sault rapids. aharnois, do. Coteau, Cedars and Cascades roadnine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.	Length in miles.  28   21   1 1-2   2   4   3-4   11 1-2   11 1-4   8 1-2   66   Length in miles.	1,000,000   Lockag in feet.  31 328   1 6   6   1 6   6   1 1 1-5   1 3 1-5   7 48   9 82 1-5   5 44 1-2   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	S   S   Clength of chamber.   150   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	ks. Depth on mitre s III. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom & Feet. 45 45 45 50 50 100 80 80 1544 Incom	canal. Surface. feet. 81 71 85 90 90 90 150 120 120	28 5,948,573 672,498 865,372 190,087 old canal 1,001,333 200,000 Div. Va	Expended to Sept. 1843, 2,485,572 973 21,665,663 275,426 400,000 64,439 440,000	Income 1843. 64,658	1844.
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  In trunk from Port Colborne to Port Dalhousie and the proof of the	Length in miles.  28 21 1 1-2 2 4 3-4 11 1-2 11 1-4 8 1-2 12 66 Length miles rd. Car	1,000,000  No. of Lockag locks in feet.  31 328	E Length of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	Size of loci Width. Feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	ks. Depth on mire s.ll. fee: 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom 5 feet. 45 35 45 50 50 100 80 80 80 1844. Incom	canal. Surface. feet. 81 71 85 90 90 150 120 120	28 Estimate. 3,948,573 672,498 865,377 1,190,087 sld canal 1,001,333 200,000 Div. Va cent. va	Expended to Sept. 1843, 2,485,572 1,665,663 275,426 400,000 64,439 440,000	Income 1843. 64,658	1644.
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousie inction branch to Dunville not added below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. hwall, passing the Long Sault rapids. uharnois, do. Cotean, Cedars and Cascades road hine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.  mbly.  COAL COMPANIES.	Length	1,000,000  No. of Lockag in feet.  31 328  1 6 1 6 2 7 2 11 1-5 1 3 1-5 7 48 9 82 1-5 5 44 1-2 in Cost.  als. 2,800,0	ELength of chamber, feet. 150 200 200 200 200 200 200 200 200 200 930,200 930,200	Size of loci Width.   Width.   feet.   26 1-2   26 1-2   45   45   45   45   45   45   45   4	ks. Depth on mire s.ll. fee: 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom & Feet. 45 45 45 50 50 100 80 80 1544 Incom	canal. Surface. feet. 81 71 85 90 90 90 150 120 120	28 Estimate. 3,948,573 672,498 865,375 1,190,085 1,001,333 200,000 Div. Va ocent. sto	Expended to Sept. 1843, 2,485,572 973 21,665,663 275,426 409,000 64,439 440,000	Income 1843. 64,658	1844.
Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousie inction branch to Dunville not added below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. hwall, passing the Long Sault rapids. uharnois, do. Cotean, Cedars and Cascades road hine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.  mbly.  COAL COMPANIES.	Length in miles.  28 21 1 1-2 2 4 3-4 11 1-2 11 1-4 8 1-2 12 66 Length miles rd. Car	1,000,000  No. of Lockag in feet.  31 328  1 6 1 6 2 7 2 11 1-5 1 3 1-5 7 48 9 82 1-5 5 44 1-2 in Cost.  als. 2,800,0	E Length of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	Size of loci Width.   Width.   feet.   26 1-2   26 1-2   45   45   45   45   45   45   45   4	ks. Depth on mire s.ll. fee: 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of Bottom & Feet. 45 45 45 50 50 100 80 80 1544 Incom	canal. Surface. feet. 81 71 85 90 90 90 150 120 120	28 Estimate. 3,948,573 672,498 865,377 1,190,087 sld canal 1,001,333 200,000 Div. Va cent. va	Expended to Sept. 1843, 2,485,572 973 21,665,663 275,426 409,000 64,439 440,000	Income 1843. 64,658	1844.

		Length	AMP	RICAN	Number			43.	Div.	1 18	44.	Div.	Previ-	Week	ending
	RAILROADS.	in	Cost.	and	of	on	Ince	ome.	per	Inc	ome.	per	ous	April	1 23d.
		miles.	- 000 000	debts.	shares.	chare		Nett.	ceni.	Gross.	Nett.	cent.	-	Shares.	
Me.	1 Portland, Saco and Portsmouth	. 50					89,997	47,166	7	124,497	74,841	12	113‡ 70‡		102
N. H. Mass.	3 Boston and Maine						178,745	68,499	6	233,101	86,401		110	1 ::	1121
11	4 Boston and Maine extension		455,703	unfin.											
11	5 Boston and Lowell	. 26						144,000			147,615		1201		120
66	6 Boston and Providence	. 41		none.	18,600			110,823 162,000			156,109 $195,163$		108‡		. 1091
14	8 Berkshire.	21		not stated				17,500		17,737		2	1103		11.3
66	9 Charlestown branch		280,260						13		13,971	51	703		821
22	10 Eastern						279,563	140,595	6		227,920				109
	Il Fitchburg	50	2 380,000	)justopn'd			91.070			42,759			120		124
66	12 Nashua and Lowell		430,96					24,000		94,588			121		1201
66	14 Northampton and Springfield		172,88	unfin.											
46	15 Norwich and Worcester	59	2,170,360	900,000	16,535	100	162,336	24,871		230,674	99,464	3	701		72
66	16 Old Colony	. 4	63,07	unfin.									102		104
46	17 Stoughton Branch	. 11	250,000					20,000			90,000	8	118		
44	19 Vermont and Massachusetts								1	20,001	20,000				
68	20 West Stockbridge	. 3	41,516	200		1100						4			
44	21 Western, (117 miles in Mass.,)	. 156	7,686,202	24,686,202	30,000		573,882	284,432		753,753	439,679	3	1021		1014
44	22 Worcester branch to Milbury 23 Housatonic, (10 months,)	74	8,431 1,244,123									• • • • •	82		
Con.	21 Hartford and New Haven	38	1,100,000							130,000		6	89		94
66	25 Hartford and Springfield	25 1-				100	1								
64	26 Stonington, (year ending 1st Sept.,).	. 48	2,600,000	650,000	13,000	100	113,889			154.724	79,845		41		. 391
	27 Attica and Buffelo		336,21		14000		45,896	7,522		73,248	48,033	0			
££ 7	28 Auburn and Rochester		766,65	200,000			189,693	112,000		237,667	152,007	6	106 116		
46	30 Buffalo and Niagara			0			00,231	27,334		30,738	52,544	O	100		
11	31 Erie, (446 miles,)		. 5,000,000	0									314		29
44	32 Erie, opened	53						48,000		126,020					
33	33 Harlem			1						140,685			70		72
44	34 Hudson and Berkshire	31		392,340						35,029			14 751	•••	76
26	36 Mohawk and Hudson	17	1,317,893		10,000			58,780		153,456 79,804			641		61
44	37 Saratoga and Schenectady	22	303,658				42,242	3,000	i	34,666		-			
44	E Scheneetady and Troy	20 t-		)			28,043	1		32,646	6,365	0			
-6	39 Syracuse and Utica	53		none.	16,000	623				192,061			115		
46	10 Tonnawanda	. 43		•			76,227		• • • •	114,177	75,865	5			
41	12 Troy and Saratoga	25					44 395	21,000	• • • •	38.502	9.971	91			
66	13 Utica and Schenectady	78		none.	20,000	100	277,164	180,000	9	331.932		8	129		
N. J.	14 Camden and Amboy	61	3.200,000	1		1	682 832	383 880		784 191	404 956		110≨		111
66	15 Elizabethtown and Somerville		500 OO						1						
46	46 Morris and Essex.		2 000 000						• • • •			• • • • •	931	• • • • • • •	
**	18 Paterson		500,000	·								G	85		
Pa.	49 Beaver Meadow	. 26	II THE PERSON							,					
44	50 Cumberland Valley	. 46	11.250.006												
66	51 Harrisburg and Lancaster	* 36	860,000			• • • •			• • • •				30	• • • • • •	
44	53 Little Schuylkill	29	900,000				• • • • • • •		• • • • •			• • • •			
44	51 Blossburg and Corning	40	600,000												
66	55 Mauch Chunk	* 9	100,000												
	56 Minehill and Schuylkill Haven	* 18	315,000						12				1431		
	57 Norristown	* 30	400,000				• • • • • • •					• • • • •	104	• • •	7
4.6	59 Pottsville and Danville	22 1-9	21,500,000						• • • •				101		
2.2	60 Reading	. 91	9,457,570	7,447,570	40,200	50				597,613	343,511		50±	. ,	49
46	61 Schuvlkill vallev	*. 10													
"	62 Williamsport and Elmira	25					20,000	200 000			2.0.000			•••••	
Del	64 Frenchtown	16	600,000					200,000			210,000	• • • •	434	• • •	42
	65 Baltimore and Ohio, (1st Oct.)		7.623.600				575,235	279,402	• • • •	658 690	346 946		484		501
44	66 Baltimore and Susquehanna	. 58	3,000,000						!	1			5		6
	67 Baltimore and Washington		1,800,000			• • • • •	177,227	71,691		212,129	104,529		84		
Va.	68 Greensville and Roanoke	* 17 12 * 60	260,000										•••••		
44	70 Portsmouth and Roanoke	78 1-9	850,000						• • • •	122,871		3	• • • • • • • • • • • • • • • • • • • •		• • • •
61	71 Richmond and Fredericksburg. 1	* 61 1-9	11.200.000				· · · · · · · · · · · · · · · · · · ·								
66	72 Richmond and Petersburg	* 22 1-9	700 000												
	73 Winehester and Potomac	* 33	500,000												
	74 Raleigh and Gaston	* 84 1-2 * 161	1,360,000			• • • •	•••••	• • • • • • • •	• • • •			• • • •		• • • • • • • •	
- 1	76 South Carolina.	136	1,800,000				•••••		• • • •	532,871	140 106	5			
"	77 Columbia	66	5,671,452		34,410			77,456		328,425	180,704	3			
Ga.	78 Central	190	2,581,723			!	227 5391	93 190						1	1
£6 .	79 Georgia	. 147 1-2	2.650 000				248.0261	158 2071		248 006	147 593				
YF !	30 Lexington and Ohio	. 40	SOUTHER										1		1
Ky.	I I ittle Minmi	100													4
Ky. Ohio	St Little Miami	40	450.000						• • • •	. 4					
Ky. Ohio	Little Miami	40	450,000												

communications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

#### Thursday, April 21, 1845.

NEW YORK AND ALBANY RAILROAD.

The passage of the following very important resolution would seem to render the construction of a railroad hence to Albany almost certain. The complete failure of the Hudson and Mohawk railroad prevented the citizens of Albany from embarking in similar projects for some years, but the success of t heir efforts to aid the Western railroad has fortunately shown them that skill and character can succeed in undertakings far less promising than those which have turned out worthless where these attributes existed only in minute quantities. We have nothing definite as to the charters which are asked for by the rival companies.

Phelps, Pruyn, Ramsey, Spears and Wescott.
His hon the recorder offered the following resolution, which was unanimously adopted:
Whereas, an application is now pending before the legislature for an act to provide for the construction of a railroad from the city of New York to the city of Albany, on the east side of the Hudson river, And, whereas the establishment of such a com-

munication with the commercial metropolis of the State is, in the opinion of the board, highly desirable, and would tend greatly to promote the interests

and prosperity of Albany,
Resolved, therefore, that the common council of power towards the construction of said road, and for that purpose consent and agree to take on their part the like action, to extend aid to the same, by the loan of the credit of the city, in the same manner, and to the like extent and amount, as was heretofore done in relation to the Albany and West Stockbridge railroad. A true extract from the minutes.

J. H. H. PARSONS, Clerk Com. Coun.

#### RAILROAD IRON.

The Portland Advertiser shrewdly observes that, by the time they want their iron, say a year or two hence, the price will be considerably lower than at present. We perceive by our late railway journals, that purchases and orders are to the smallest possible extent in England, and, when we consider that the average price two years ago was £8, and that it is now reported at £14 per ton, it is pretty clear that railway system in the United States. We are sorry to say that we rely on competition in England; for the American iron-masters appear to consider railderstood from pretty good authority that not a bar of while the other will pass through the chief towns,

Correspondents will oblige us by sending in their T rail has yet been rolled in the three great anthra-viz: Chatham and London on the Thames, Wood-mmunications by Monday morning at latest.

T rail has yet been rolled in the three great anthra-viz: Chatham and London on the Thames, Wood-stock, Oxford, Brantford, Hamilton and St. Cathammunications by Monday morning at latest.

informant could not ascertain that even flat bars had rine's to Queenston."—[Detroit Journal.] been rolled in the "iron region" of the United States! The exorbitant price at this moment effectually deters any new undertakings, as a reaction is naturally expected; but those works which for the last year or two have been holding out such large promises, might have shown us something, for we have not heard of a single mile of railway of American T rail which is traversed by the locomotive. In judging of the price hereafter, it must be remembered, An act to revive certain provisions of the act incortant the consumption of iron is increasing from a porating the Great Western railway company, variety of causes, and that the extreme low prices of 1844 are almost as unlikely as they are certainly undesirable. In the course of twelve months we hope that rails may be quoted at £8 per ton, a fair price in 1835, and a profitable one now. As we observed some time since, the high price of railroad iron will be severely felt by our western friends in Ohio, Michigan, and Indiana, and by the agricultural interest generally, for that first of all pursuits has more to expect from the extension of the railway system than from any other course, to raise it from the depressed condition in which it lies.

#### ZINC MINES OF NEW JERSEY.

Mr. Francis Alger, of South Boston, a gentleman well known for his devotion to the study of mineralogy, has published a small pamphlet on the zinc mines of Franklin, Sussex county, N. Jersey. This district has long been famous among geologists, and now bids fair to become as interesting to the manufacturer. These beds extend about four miles, and are supposed to contain "the only deposite of oxide

At a meeting of the common council of the city of Albany, held at the city hall in said city, on the 13th day of April, 1815: present the mayor and recorder, aldermen Archer, Bleecker, Coley, Goold, Haswell, Hanson, McCollom, McKnight, Penuy, Phelps Pruyn, Ramsey, Spears and Wescott. bed visibly exposed at Sterling is more than 600 ft.; its depth we will assume to be 100 ft., which will be as deep as it can be conveniently drained. Its average width cannot be less than 4 It. Now, 000 x 4 x to admit 100 = 240,000 cubic feet of ore, each of which contains 170 lbs. of red oxide. Again, 240,000 x 170 = 40,800,000 lbs. of red oxide, which, vielding 81 per ct. of pure metal, gives of it, 33,048,000 lbs. This, multiplied by 6 cents, the average market value of zinc, will give \$1,982,889—the value of zinc within the limits mentioned. Nature has provided every limit the limits mentioned. Nature has provided every limit to call advantage that could be wished for the easy circus and the contained to the co this city, in case of the passage of the act aforesaid, local advantage that could be wished for the easy will afford all the facilities and assistance in their exploration of the mines; and embracing every expense preparatory to the reduction of the ore, including its reduction also, it is pretty well ascertained that the metal may be obtained in the large way at a cost not exceeding three cents per pound. Here, then, there would be a clear profit, deducting the cost of buildings, and the expenses of transportation to market, of nearly \$1,000,000. If we suppose the quantity of ore consumed daily to be ten tons, (a small estimate) only five years will be required to work up the ore contained in the space mentioned."

#### " CANADIAN RAILROAD.

"We are happy to learn by a correspondence in the "Chatham Gleaner," that the subject of con-structing a railroad from Windsor, opposite this city, to the Niagara river, is again being agitated in the province. There can be no doubt that this work making a connecting link between our Central rail-road and the New York and Massachusetts roads, and thus forming an almost unbroken chain from competition in England will remove this veto on the Boston to Chicago-would yield a profitable and increasing revenue.

road iron as unworthy their notice. We have un-

Here we have two charters, where one road is almost too much to be expected, even with perfect harmony and unity of action in the leading men of that entire section of the province.

The following acts were passed during the late session of the Canadian legislature:

An act to incorporate the St. Lawrence and Atlantic railroad company.

and to enable them to carry on that work

An act to amend an act passed in the sixth year of the reign of his late majesty king William the fourth, entitled, An act to incorporate the city of Toronto and lake Huron railroad company.

We are under obligation to J. E. Bloomfield, Esq., for Mr. Morrison's report on "a reduction of fare and the appointment of a railroad commis-

The report takes decided ground against both, and from many of the remarks we are glad to perceive that our legislators are becoming better acquainted with the subject of public works, properly so called, and begin to comprehend the vast difference between works to facilitate the intercommunication of our citizens and works to extort money in the shape of taxes, or by other equally disagreeable means as the state monopoly of western freight.

We are obliged to defer our remarks on the Central railroad, but will endeavor to give them and the report of the president in the next number. In this number we give the report of the engineer nearly entire.

We tender our thanks to the Hon John A. Dix, of the U. S. senate, for valuable congressional

The bill releasing the Erie railroad company from the State lien of three millions, on certain conditions, has just passed.

The legislature of Pennsylvania has refused rage width cannot be less than 4 ft. Now, 600 x 4 x to admit the Erie railroad within the borders of that

> The mayor of Baltimore has sighed the amended bill to forward the iron and coal trade of

The price of iron in England is still advancing; sales of Welsh pig at £7 10s.! Scotch, £6.

Freights from Cleveland to New York, via Buffalo, 70 cts. per bbl; via Oswego, 2 cts. less

We understand that on Thursday last, the Eastern railroad conipany unanimously accepted the charter recently granted for a branch railroad to Gloucester, Mass., and will proceed to construct it as soon as practicable.

The Fichburg railroad company have purchased the property owned and occupied by the hon. Benjamin Thompson, in Charlestown, near the depot, for \$24,000. The same property, we understand, was offered some time since to the Charlestown branch railroad company, for \$8,000

It is said that the subscriptions to the stock of the Providence and Worcester railroad company have advanced so far as to leave but little doubt that the project will succeed. More than \$400,000 have "It appears that two charters have been obtained been subscribed; and at a meeting in Uxbridge, on for a railroad from Niagara river to a point nearly Friday, which was addressed by hon. Linus Child. Friday, which was addressed by hon. Linus Child, committees were appointed to obtain further subscriptions

RATES OF FREIGHT.

opened the campaign with lower rates of ther a canal nor a common road can do one funds; for the provincial parliament, in freight than ever before known. They ad- or the other, and north of Pennsylvania, granting the charter, omitted to guarantee vertise to carry flour from Buffalo to Albany the former mode of communication is liable for 55 cents per barrel; and as 35 cents of to the insuperable disadvantage of being ing the project to capitalists. Canadians, this amount goes to the State for toll, they closed nearly half the year, including off the route, will be very slow in taking its receive only 22 cents for carrying a barrel that most important period before winter stock. Their subscriptions when made, will of flour 363 miles. At the rate of the West. shuts up the rivers and lakes, when the proern railroad they would receive only 45 cts., ducts of the husbandman's toil are ready for including tolls. On the Hudson, also, the market. rates are reduced 20 per cent. Last year they carried flour for 10 cents per barrel; ladelphia are one dollar per ton to this city, now they charge only 8 cents. There was and \$1 45 to Albany, and that there is a a combination among the forwarders in '44, great want of vessels to load with coal at to keep up the price; now they combine to Baltimore. In our last and previous numreduce it. The charge, during the past sea- bers we have given statements of the charges son, was 87½ cents per barrel of flour from on many of the principal lines of the coun-Buffalo to New York; now it is 63 cents, try, and at this season of the year, there are ring the approaching summer.

(55 + 8) or 244 cents not barrel less. The few more important topics.

"The bill chartering a railroad from (55 + 8) or 24½ cents per barrel less. The few more important topics. profits of the past season must have been great, or they are now engaged in a ruinous business. At these rates there will be little inducement to use the Welland canal, and discriminating tolls will be as unnecessary as they appear to be, and, we hope, are likely to continue, impracticable. Had the en- attention of our readers to this subject—and largement not been commenced, the tolls the more we reflect upon it the more thomight have been reduced to 20 cents per roughly do the magnitude and importance barrel of flour; when the total charge would of the work become impressed upon our active, zealous and energetic part in hastenhave been 42 cents—little more than the minds. The great engrossing topic of this ing its glories to a consummation." rates from Kingston to Montreal. Still we the completion of this road. Every man do not believe even this advantage would who regards the welfare and prosperity of have diminished the trade via the St. Law- New England-and especially of the capi- town was held at the town hall on Tuesday rence. The flour which goes that way must tal of New England—should engage him-evening of last week, to take into consider-take that route, or remain in the west; it is not, as we have often explained, diverted from the Eric canal, but it is so much addi-for the people of Boston. tional purchased from the western farmer, who would gladly furnish them ten times as much, without in any way diminishing the of a letter from a highly respectable gentlequantity sent to the New York market, or even increasing the price.

Many will imagine that the Western rail- land. road carries at less than cost, but it must be remembered that they charge the same for by railroad, with the seaboard, either at Port- and also to the section of country through flour delivered on the line, that they have large quantities of return freight, and that, be run per day, they may as well be filled, air. I have never felt a moment's hesitation plete with facts and arguments, showing the even at a low charge. There are also a variety of local inducements, which have their influence and very properly too. Lestly a local from 1834 to 1841, and my business town, its importance to the northern section influence, and very properly too. Lastly a railway doing a large business in passengers and light freight can afford to carry coarse articles in large quantities at very low rates, and this is in fact the secret of the success of our northern roads. They accommodate though densely populated and over a good themselves to the wants and wishes of the community, both as to travelling and the from the inhabitants along the line. The Col. A. H. Bullock, and Judge Merrick, of of our northern roads. They accommodate transportation of freight: on the same road Canadian French patronize nothing but a Worcester. At the conclusion of his re-

The forwarders on the Erie canal have and a freight train 6 miles per hour. Nei. cannot now expect to build it with English

We find the following in the Burlington Free Press, the only paper-American or Canadian-in which we have seen any notice of the extension of the St. John's railroad.

"We took occasion, yesterday, to call the community, at the present time, should be

this road, we publish the following extract meeting. man, of Burlington, Vt., who is probably John Milton Earle, Esq., was appointed sebetter acquainted with the business of Can-cretary. On taking the chair, Mr. Lincoln ada cast than any other man in New Eng-made a few brief but pertinent remarks on

land or Boston, via Stanstead, appears to which it will pass, if built. me one of those wild schemes which sometimes gain favor for the moment, but which ject to the consideration of the meeting, in as a certain number of freight trains must when examined, suddenly vanish into thin a speech at once forcible in manner, and reon this subject. I have had considerable necessity for the road, its tendency to inled me frequently into the country. I do of Worcester and Middlesex counties and not believe that all the business on the road, the important towns in the valley of the during the winter months, would keep the Merrimac, and the reasonable certainty that track clear of ice and snow, and, during the the road can be built at a low rate of expenremainder of the season, that part of the old diture, and will be profitable to the stockroad leading through the French settlements, holders.

a passenger train may run 25 miles per hour, cart and poney. The friends of that road considered an essential feature in commendbe for the extension of the St. Johns road to the province line, to connect with our road to Boston.

" 'The route from Burlington to Canada We perceive that coal freights from Phi- presents no obstacles, more difficult to overcome, than the same distance east or south. The statement, of late so industriously circulated to the contrary, was the offspring of ignorance or malice, and gains no credit with even the Canadians who favored the Stanstead route. I presume measures will be taken, north of us, to cause a survey du-

Ogdensburgh to lake Champlain has passed the N. York house of assembly, and a favorable report has been made upon it to the senate. This will soon become a law; and, when that road is completed, together with ours-making a continuous line from lake Ontario to Boston-imagine, if yoù can, the enormous extent of its business. The contemplation of such an event fills one with astonishment and wonder. A great revolution is at hand, and prompts us to take an

#### RAILROAD MEETING.

A meeting of many of the citizens of this ton to Montreal must be built; and the Worcester to Nashua. A delegation of 50 sooner it is commenced, the better it will be or 60 gentlemen was also present from Norwich, Ct., who came up in an extra train. "On the subject of the construction of and returned home after the close of the

Gov. Lincoln was called to the chair, and the importance of the contemplated road to "'The project of connecting Montreal the prosperity of the town of Worcester,

Gov. Davis then presented the whole sub-

marks, Judge Merrick introduced a series of meeting was dissolved .- Wor. Pal.

THE EXTENSION OF OUR RAILROAD TO THE tively .- Baltimore American. OHIO.

There has been no instance, we believe, in the progress of the internal improveretarding the enterprise.

tivity and sagacious management of the report they said, that in a mechanical point Eastern (Reignte and Dorking branch)-

Ferry to Cumberland.

nication East and West.

of way is pending, there are many interests pointment of a select committee to enquire significant importance.—Mining Journal. at work to defeat it. The Philadelphia into the merits of the system. The discus papers are calling for a continuous railroad sion that was elicited by this application from Pittsburgh to Philadelphia; they do must have been important and highly gratimore are to be connected in that way. that he believed the atmospheric system as in Liverpool to iron vessels, and the great The Philadelphia North American, after exsuperior to the existing railroad, as those rail-likelihood of their more general adoption pressing the hope that the Baltimore and roads were to the old turnpike roads. This prior to the end of the present year; since

territory of the State, says :-

city to Pittsburgh; it must be done ulti- from such an influential source will not be presumptive evidence of the justness of our mately, though we are not prepared to say without its effect; and should the experi- anticipations; our only surprise is, that iron that the present is the proper time. We ments now in anticipation succeed, the prin-ships have so long remained in almost statu must follow the example of New York, and ciple, supported as it will be by government. quo since their first introduction—possessing have one great thoroughfare—a back-bone will remain no longer in abeyance. Those as they do so many incontrovertable advan-for our travel continuous and direct. If the practical experiments, too, are first progress tages over wood. We may briefly state a State does not feel enabled to incur the responsibility, let individual corporations be allowed to parcel it out, as has been previously state of advance, and it is anticipated iron vessels, as there is to wooden ones, on ously done from Lancaster to Harrisburg, that operations will be commenced on the account of the want of sufficient size of and from Columbia to Carlisle."

The affinities of Pittsburgh are with Bal-stance, to open only five miles of the rail-

#### THE ATMOSPHERIC SYSTEM.

1st of May. It is intended in the first in-timber to construct the latter.

resolutions in favor of the road, which were timore; and the probability is, that our road way, commencing at the Darmouth Arms, adopted by the meeting and ordered to be eventually will strike the Ohio, both in Virand terminating at Croydon; although the published. It was near ten o'clock when the ginia and in Pennsylvania. The opposition whole length of the line, when completed, in both States is at variance with the inter- will be eighteen miles and a half. The chief. ests of large portions of their people respect reason for opening this section of the line is, so that the government and the public may have as early an opportunity as possible of judging the efficiency of the system. At The interest in the issue of this discovery other sections of the line, the greater portion ments of the country in which so many is gaining ground daily, and we anticipate of the works is completed, including the predifficulties were thrown in the way of a that before long its merits will be satisfacto- parations for the electric telegraph. The great work, as have been made to obstruct rily tested and decided. The mention made results of this trial are looked forward to the path of the Baltimore and Ohio Rail- of it by the board of trade in two separate with intense anxiety, not only as effecting road Company. Virginia and Pennsylva- notifications, has attracted the attention of the feasibility of the system, but the resumpnia have contributed their opposition; and the public and parliament. The first allu-tion of many operations suspended in the inas though this were not enough to embar- sion was in the report on the Newcastle and terim. It was only on Saturday last that rass a work which must go through the ter. Berwick railways, when the board stated the board of trade, in the course of an elaritory of one or the other of these States, "It was impossible not to feel the highest borate report on the construction of various or of both, the Commonwealth of Maryland interest in the progress of an experiment, lines, in connection with the metropolis, rehas joined in the business of delaying and where success has hitherto been sufficient to commended the postponement, till the expeinduce eminent authorities to enterthin strong riment of the atmospheric railway from Lon-Through all these difficulties, however, hopes that the result may be an acceleration don to Epsom shall have been put in executhe work is destined to advance. Under of speed in travelling, combined with the getion, of the Epsom and Dorking—London circumstances less promising than those neral introduction of a system of very fream (Croydon (Dorking branch)—London which now surround the company, the acquent trains and low fares." In the same and Brighton (Dorking branch)—and South able President of the Board accomplished of view, the experiment at Dalkey might be adding, "if the atmospheric system of prothe construction of the line from Harper's considered as "conclusive of the success of pulsion should prove successful and deservthe atmospheric system," and that it demoning of further adoption, it would seem to be The chief obstacle which now prevents strated "that trains may be propelled by better suited than the locomotive system of the continuance of the road, is the unwillingness of Virginia to grant a right of way and convenience to the public," and that try. The whole question of railway comthrough her territory upon terms at all practicable, without great sacrifice. This refusely, without great sacrifice. This refusely, without great sacrifice and unjust to multiplied indefinitely." But then, they and if hereafter the atmospheric system a large portion of her own citizens, that it added, that "in a practical and commercial should prove available, the line from Epsom" can hardly be persisted in. We publish in point of view," viz: that of expense, "they to Dorking, projected upon that principle, this morning's paper, the proceedings of a cannot vet assume, in forming a judgment would appear to be the best adapted for supmeeting at Parkersburg on this subject. upon competing schemes, the success of the plying the wants of Dorking and its vicini-The whole of Northern and North-Western atmospheric system, and they, therefore, ty, without incurring the expense of making Virginia is outraged at the course of the come to the conclusion, that they must com- so many additional miles of railway.' The Legislature in driving from them so import- pare competing lines apart from all considering the control of the approaching trial, ant a work, which would form their avenue rations as to the atmospheric system." The coupled with the report of the select comto market, and afford the means of commu-patentees, feeling aggreeved at this qualified mittee, which was granted by the house of approbation, and foreseeing that faint praise commons, will be decisive at the same time In the Legislature of Pennsylvania, might prove as injurious as more decided of great private claims, vast corporate intowhere a similar application for the privilege hostility, petitioned parliament for the appress, and national considerations of no in-

#### ON IRON SHIPS.

In a late number of the Mining Journal not like the idea that Pittsburgh and Balti-fying to the inventors. Lord Howick stated (page 80) we referred to the preference given Ohio road will not be allowed to go into the language is strong; but scarcely more so then, we are informed that at Walker, near than the subsequent avowal of the Premier Newcastle-upon-Tyne, Mr. Coutts has now "It is now conceded on all sides, that it —"Let it be understood (said Sir R. Peel) in hand fifteen iron sailing vessels; that is is indispensable that Pennsylvania should that my impressions are strongly in favor of certainly a wholesale way of introducing construct a continuous railroad from our the atmospheric system." This coming this material for ship building, and is strong

2. They draw and displace less water, on account of the difference of weight-iron known, the unfounded prejudice against iron believe the generality of them are sufficiships being, on an average, only about 7.16, vessels must soon fall to the ground, and even ently respectable to be to be enabled to meet

wooden vessels of the same model, on ac. shall have ceased, the ironmaster may then highest respectability both in England and count of the cargo, or ballast, getting much look forward to a very fertile demand for his France; true, there may be a few "black nearer the water, or further below the centre manufacture from the marine of the country. sheep." Amongst others, we notice that of gravity and motion, in iron vessels; the difference of thickness of the materials be. lies in the material alone—the labor being the line from Paris to Lyons. No doubt the tween the water and cargo being, in iron but a small part of the expense; but in iron prize is well worth the competition. Of vessels, about one-tenth the dimensions necessary for wooden ones.

the properties of being more flexible than varied phases .- Mining Journal. slight wooden ships, and stronger than stiff

ones.

5. They are safer than wooden vessels, air tight decks, are perfect life boats.

of course remedied.

od, if we may judge from examples now made for expenses. Nor do we think that port of the operations of the road for the affoat, that have been for years in the water herein the public taste is misdirected. For last year, and its condition at this time. in all climates, and not the least decay being if there be a respectable Committee to deal visible.

cording to their tonnage, than wooden ves- misfortune of misconduct of the promoters. present time, that a supplementary statesels, as the difference of the timbers and the The guarantee is further, a most efficient ment may be appended, showing the operatwo skins of a wooden vessel, on the sides means of ensuring the best exertions of the tions of the company, as nearly up to tho and bottom, is rendered available for cargo; promoters to obtain success, as well as to period of the convention of the stockholders hence the saving in original cost, by having, exercise due economy; as in the event of as possible. say a nominal 300 tons ship, to carry 500, failure, they are aware that they, and not which is about the difference between iron the shareholders will be the sufferers for ted during the year, 77,437. and wooden vessels, of the same builders di- want of management, or extravagance. mensions; and a great saving is likewise This arrangement, to our minds, is much above period have been as follows: effected as regards expense of working the more equitable and salutary than the sys- Maintenance of way-includvessel, harbor dues and lights.

creasing in price per ton as they increase in pockets of the promoters, who are held free dimensions, whereas wooden ships increase from participation in their own mismanagein exactly the opposite ratio. A twelve-years A I ship, of 200 tons, builders' mea-left to pay the piper. Now, is it not by far surement, would be about the same expense more just that those who incur and have the as an iton vessel of like dimensions, only control of expense should be responsible for the iron vessel would carry one-third more it? In general, there is not a more extracargo at the same draught of water; but an vagant set of fellows on earth than projeciron vessel, of 1000 tons o. M., would only tors. What can be more wholesome than cost one-half the price of a like wooden one, to place some kind of restraint upon them? besides the additional stowage, and easy It is a benefit to themselves. We have no draught of water.

much stronger, and can be grounded, or curred last session, wherein enormous sums

ship or cargo at as low a figure (if not in had to pay, and had not the power to say a many cases lower) than can be done upon word against it, that many thousands of a first class wooden vessel under like cir- pounds would have been saved. cumstances.

ships can be kept perfectly clean.

or less than half the weight of wooden ones. when the present unprecedented stimulus in the guarantee, in case of need. Some of 3. They have much more stability than the iron market, from railway speculations, the Companies are composed of men of the

built vessels the labor constitutes nearly the these four, Laffitte's and Gauneron's stand 4. They sail much faster, as it is well as of the ore and fuel, to the finishing of the other two, the Great Paris and Lyons, and certained that flexible and slight wooden last rivet in the fabric, it is but a succession and Calon's, are not in such estimation. It vessels sail fastest, and vice versa regarding of manual labor, which is represented by the is well known that in France, as was in a strong and stiff ones. Now, iron ships have payment of wages, through its many and measure the case in England, when rail-

#### FRENCH RAILWAYS.

6. They can be more easily repaired, as not at all surprised at this. The guarantee tern, Grand Junction, etc.—Herapath. the only damage they can receive must be system is of itself a sufficient cause. The local, and, from the manner of their con- fact that the deposit money is guaranteed CENTRAL RAILROAD. -ENGINEER'S REPORT. struction, the injury can always be seen, and to be returned in full, tempts the public to sign for shares in an undertaking, in which, of the stockholders of this company being 7. They will last for a much longer peri- in case of failure, no deduction whatever is at hand, I submit to you the following re-8. They carry a much larger cargo, ac. be certain that they will not suffer by the was deemed proper to delay the report to the tem in England. For here, the greater the 9. Iron vessels have the property of de-extravagance, usually, the better for the doubt that if the same guarantee system had 10. They are, when properly constructed, been adopted here in a case or two that ocbeached, in any quarter, with perfect safety, were spent in "preliminary expenses" for 11. Insurance can be effected upon either abortive schemes, which the shareholders

We confess, for these reasons, we rather 12. They require no coppering or protec. prefer the French guarantee system to the Earnings of the road for the tion from the worm or dry rot-those two unlimited one adopted in England. Of dangerous diseases incidental to wooden ves. course, the value of a guarantee depends Expenses for the same period, sels; and, by attention, the bottoms of iron upon the respectability of the committee, or body of promoters. Of the numerous Profits,

From these qualities becoming daily better Companies set on foot for French lines, we In wooden built vessels the principal cost there are no less than FOUR companies for whole of the outly, for from the first mining first in respectability and influence; the ways first appeared, everything goes by interest and influence.

Another reason that leads us to approve of the public judgment in embarking in 5. They are safer than wooden vessels, A vast amount of speculation is going on of the public judgment in embarking in as they are fire proof, and, when properly in French projects. The public snatch at French railways is, that there nearly all the constructed, with water tight bulkheads and anything having the name of French attach- schemes are for important main trunk lines, ed to it with ravenous eagerness. We are equivalent to our Birmingham, Great Wes.

The period of another annual convention

The fiscal year of the company termiwith, it is a great safegard for the public, to nates with the month of November, but it

Total number of bales of cotton transpor-

The expenses of working the road for the

ing all repairs and materials for repairs of road, depots, turn outs, wells, cisterns, bridges, etc.,

laintenance of motive power and cars-including all materials used in repairs of engines and cars, all labor for the same, wages of enginemen, firemen, oil, tallow,

fuel, water, etc., ransportation expenses-including depot expenses, wages of conductors and train hands salaries of agents and clerks, insurance on cotton, damage,

Incidental expenses-printing and stationery, . .

Total, \$147,719 52 RECAPITULATION.

year ending Nov. 30, 1844, \$328,424 01 147,719 52

\$180,704 49

35,344 43

\$66,273 04

44,554 44 1,557 61

The earnings for the four months ending April 1st, 1845, have been \$142,337 92.

year, is as follows:

Passenger trains, . 119,556 miles. Freight 91,298

Total, - 210,854 "

In performing this distance, 3,605 cords of wood have been consumed, which is one now as at any former period. cord for every 50 miles run.

The amount of tonnage transported during the year is equal to 1,056,128 tons haul-

ed one mile.

It must be borne in mind, that for a conlight in one direction. In the fall, when the nual cost of keeping up the road. I find not borne half the amount of tonnage. up-freight greatly exceeds the downward, the average duration of pine string pieces and before the cotton crop begins to come to is six years; of pine cross ties, eight years; at five per cent., and I am satisfied that will market, the down-trains run nearly empty, and of ribbon, four years. The reverse is the case a few months later, when the up-freight falls off, and cotton cross ties: 12,300,000 feet (board measure) presses forward; and there is a short period of string pieces, and 600,000 feet (board of substituting embankments for a considering the summer that there is very little freight measure) of ribbon. We now renew the rable portion of the trestle bridging on the in either direction. It is presumed that this cross ties with cypress, which, I think, will line. We have commenced this operation irregularity will gradually cease, and that last at least ten years. the freighting business will, after a time, be more equally distributed throughout the annum, at 25 cents, year. Other articles of transportation, such | 1, or 2,050,000 feet (b.m.) string as lumber, staves, fuel, etcr, will seek this channel, and afford freight for the down 4, or 150,000 feet (b.m.) ribbon, trains in the summer and fall, when other freight is dull ..

The cost of working the road and maintaining it during the last year, including all Spikes,

expenses, has been as follows:

Cents. For maintenance of way per mile run, 31.4 For maintenance of mo. power and cars, 16.7 21.1 For transportation expenses, -For contingencies, 0.8

Total, 70.0 The depot grounds at either end of the road, were considered amply sufficient for any business that might offer, but the experience of the past year has shown that they must be extended—particularly the cotton yards. It is in contemplation to make ad- annum. The expense during the past year ditions to them during the present year, and has been \$348—about two-thirds of the tion was passed: a purchase of ground for this purpose has above sum. As the cross ties and string already been made. The want of a suita-pieces of the western part of the road, are ble passenger house at the Savannah depot as yet not much decayed, and most of the has long been felt; a plan has been prepared bridges are sound, it will be some years beand it is proposed to erect the building dur- fore the cost of repairs will reach the maxiing the approaching summer.

A small engine house is also required at amount of business that may reasonably be the centre of the road, at which a spare pass expected, the cost of maintaining the road senger and freight engine may be kept to will not fall much short of one hundred thousupply the place of any engine that may be sand dollars per annum.

disabled on the road.

will be fitted up as a freight engine, with 8

for freight and nine for passengers.

wheel freight cars, and intend increasing the equally confident the receipts of the road When the tonnage is ensured, of course there number to two hundred for the next season's will at no distant period, exceed that amount. can be no loss to the State.—Fred. Herald. business.

We have all of our wheels cast at a founarticle, and at no greater cost than to order operation a sufficient time in this country, from the north. We have not had an in- to afford data for an exact estimate. stance of the failure of the wheels and axles fitted up by our own workmen.

perform their trips.

There is in the whole road about 130,000 not been one-tenth of that sum.

2,300 . 00 at \$12 per M, 1,800 00 Repairs of trestle work and bridges, Deterioration of iron -Repairs of wells, pumps, cisterns,

39,600 00

1,750 00

\$100,000 00

turnouts, depots, turn tables, and contingencies, say Thirty gangs of laborers, of six each gang, including overseers and supervisors, at \$110 per

gang per month Salaries of superintendent and assistant,

An average of about \$526 per mile per mum; but I am comfident that with the

Total, -

It is not so easy to make an estimate of Our motive power now consists of 16 en- the other annual expenses attending the ope-

The opinions of engineers on the subject dry in this city, and fit them up in our own of the duration of railroad iron, are extreme-The distance run by the trains during the shops; by this course we get a more perfect by variant, and the system has not been in

There are about 8,000 tons of iron on our . road, which has been laid down an average The condition of the road is much im of five years. On the eastern part of the proved since my last report, and is as good road, near this city, several miles have been in use eight years; and during the first year The good policy of keeping an efficient and a half of the time, bore the transit of force on the repairs, is more and more man-twelve trains per day in each direction, ifest, in the regularity with which the trains transporting material for the heavy embankment adjoining the city, and I cannot per-We have now had sufficient experience to ceive any difference in the condition of this, siderable part of the year, the trains go very enable us to make a fair estimate of the an and other portions of the iron, which have

be found sufficient. The cost, thus far, has

I intimated in my last report the intention at the long trestle work near the 100 mile station, and it will be continued on a mode-\$4,062 50 rate scale during the year.

I am, very respectfully, your ob't serv't. L. O. REYNOLDS, Chief Engineer.

Railroad Meeting .- A meeting of the citizens of Sullivan county, New-Hampshire, 8,000 00 and of Windham and Windsor in Vermont, 2,000 00 friendly to the extension of the Cheshire 22,500 00 Railroad, from Bellows Falls up the valley of the Connecticut, as far as Charlestown, and thence to the mouth of White River, if 7,987 50 deemed expedient, to be holden at Charlestown, N. H., is called on Saturday next. -Boston Courier.

> Hampshire and Franklin Railroad .- A meeting of the friends of a railroad on the east side of the Connecticut River, south of Miller's River, met at Amherst on the first inst. It was voted to organize a company under the charter just obtained, and committees were chosen to procure subscriptions to the stock. The following resolu-

Resolved, as the opinion of this convention, That the accommodation and general good of the Connecticut Valley, and of other portions of the Commonwealth, require the construction of the Hampshire and Franklin Railroad, and that, by the united energy and action of the people generally upon the east side of the Connecticut River, the project can and will be successfully accomplished.

The Canal.-From all accounts that we gines, all in working order, except the rations of the road, as the maintenance of receive we cannot much doubt that the se-"Georgia," which we are re-modelling. She the machinery and the transportation ex- curity for the requisite tonnage on the Chepenses, are governed in a great degree, by sapeak and Ohio Canal will be procured, the amount of business done. I am confi and the prosecution of the work ensured. An order has been given for four more; dent, however, that with a business that To effect this purpose, every exertion is beour number will then be twenty. Eleven would yield an income of \$450,000 per and ing made, and Col. Coal is now on at the num, the whole expense of operating the north to make the necessary investigations We now have one hundred and fifty, eight road would not exceed \$200,000; and I am relative to the disposition of the bonds, &c.

the manufacture of iron assumed any degree ones, be greatly increased, from the improveof importance in this country, in which the ments that are taking place in agricultural prospects of long continued prosperity in machinery. If to these circumstances be this great branch of our staple trade, are added the extra demands for an increasing based on such certain anticipations as at the population, not only in point of numbers, present moment. The years of high prices, but in wealth and general prosperity, it must and consequent prosperity were 1817, 1618, be admitted, that a greater amount of iron 1825 and 1836, in which the prices of pig will be required, both in this and other couniron were upon an average 9l. 13l. and 7l. tries, than has ever yet been known.

Total tons, If this s 10s., respectively; but the uses to which iron was put at those periods, do not appear article will soon have the effect of increas- ly 500,000 tons of iron, which must cause to have borne out a sufficient cause for the ing the production of that commodity. This the suspension of many great public works. great advances in price which were then in most cases is true; but it will not fully, It is possible that from the exertions of our obtained. Until 1836, railways, for which and at all events, will not immediately apossible that from the exertions of our obtained. Until 1836, railways, for which and at all events, will not immediately apossible that from the exertions of our obtained. Until 1836, railways, for which and at all events, will not immediately aposition masters, a greater quantity may be prosented in the exertions of our obtained. Until 1836, railways, for which and at all events, will not immediately aposition masters, a greater quantity may be prosented in the exertions of our obtained. Until 1836, railways, for which and at all events, will not immediately aposition masters, a greater quantity may be prosented in the exertions of our obtained. were almost unknown in this or any other and machinery, the sinking of new coal materially greater than what has been comcountry, and the many uses to which it is mines, and the forming of railways to bring puted. Under any circumstances however, applied, were either little understood or very the minerals to the point at which they are it cannot be denied that the iron trade is sparingly adopted. Thus fire proof build, required, involve so large a quantity of iron, more prosperous, and that its present flourings, and the general introduction of iron as to render it even scarcer for the time. ishing state is not only certain of being perinto both public edifices and private houses Another cause which tends to diminish the manent for some years, but more likely to and mansions, which carry off so large a production of iron while high prices prevail, increase than at any former period .- Minquantity of our present supply, were little is the advance of wages to workinen always ing Journal. known a few years ago; but the great fea- incident to prosperous times, for a miner ture at present is the employment of iron in will work six days a week when he earns ship building—that is, constructing both only 2s. a day; but only three or four days steam and sailing vessels entirely of iron. when he gets 4s. or 5s. a day. The great On a careful examination, the building of demand for labor in the forming of the new iron vessels does not appear likely to be a lines of railway, in tunnelling and embanktemporary nature, from the following facts ing, will also draw from the iron districts a which came under the writer's own observa-tion. Seven years ago, four sailing vessels otherwise have been employed in the kin-dred branch of mining.

large amount of population, which would above, of to office with the United States.

DAVIS, BROOKS & CO.,

1845

21 Broad st., N. York. which came under the writer's own observa. large amount of population, which would above, or to contract therefor, at a fixed price, deliwere built for the company trading from an dred branch of mining.
out port to London. Three of them were It may be a matter of some interest in built of wood, and one was constructed of the present state of the iron trade, to attempt for Railroad Turnouts. This invention, for iron. At the dissolution of the company to reduce to figures the amount of iron likelast year, these vessels were sold—the three year; and with some labor, assisted by prace engines and their trains from running off the track ginal cost, while the iron one was found to tical men, the following table has been at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing small a sum in repairs, that she was sold for Pig iron produced in England and very nearly the precise sum of her first cost. These facts, among many others of a simi- Iron produced in Scotland in 1844, lar character, give such a character to iron vessels, and are beginning to be so well un. Total tons for Gt. Britain, 1844, 1,210,000 derstood and appreciated, that there is hardly an iron ship building yard in the kingdom that is not fully employed, and where in 2000 miles of railways to be made quiries for iron vessels are not daily being made, and they justify our opinion, that within a few years there will be no vessels constructed of any other material. Government seems so fully convinced of their su- Add for loss of one-fifth, in conperiority over timber frigates, that many are now being constructed of iron in London, 1000 miles of railway require for Liverpool, Birkenhead, and Glasgow, for public service, and the late increase in the Add loss in manufacture, 5 pr et., navy estimates, seems to point out still fur. Iron required for railways in prother additions to our war steam vessels. The cotton trade, under ordinary circumstances, Iron for wagons, stations, engines, takes about one sixth of the iron made in this country annually in machinery, arising from the ordinary wear and tear of steam engines, boilers, new mills, and the substitution of new and improved looms, etc., for the old. But the number of new mills at present in course of erection exceeds any former period; and of course, must increase Export in 1844, 460,000 tonsthe average quantity of iron to be consumed in this branch of our trade. Agriculture

also requires considerable supplies, which There never was, perhaps, a period, since must this year, and for many succeeding

It has been urged, that high prices of any

Wales in 1844,

354,000

Estimated consumption for 1845.

250,000

in 1845 and I846-say half in 1845 contracted for-

1000 miles of railway, 250 tons per mile for rails,

verting pig iron to rails, chairs.

gress, and passed in 1844.

tanks, etc., computed from inspection of railway companies accounts, that each mile of railway requires 300 tons per mile above the weight of permanent rails and chairs-1000 miles will then give,

say, from the increase of railways abroad, and the remission

of duties on iron by some of the continental states, it will be eneral consumption of iron in Great Britain (exclusive of railways,) in bar iron, castings, water and gas pipes, in steamengines, and the whole hardware of the country, -

480,000

500,000

- 1,803,500

If this statement, in any way, is near the truth, we shall have a deficiency of near-

The rail chairs for the Newcastle and Berwick Railway, amounting to 27,000 tons, have been contracted for at 121. per ton the former and 71. the latter.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the

some time in successful operation on one of the prin-

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring

only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal.

New York. Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, ja45 Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON
TWorks, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 14 in. to 24 in thick.—bored and turned
outside if required. Railroad Companies wishing 50,000 70,000 to order, will please give the exact inside diameter, or circumference, to which they wish the Tires
150,000
made, and they may rely upon being served according to order, and also punctually, as a large quantity
of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron;
Straight Axles, for Outside Connection Engines;
Wro't, Iron Engine and Truck Frames; Railroad
Lack Screws: Railroad Pumping and Swring Me

Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brase Castings of all descriptions. 309,000 Iron and Brass Castings of all descriptions. ja451y

#### NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96 100 miles. John S. Darcy, Esq., President. J. P. Jackson, Esq., Secretary.

Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY	7.	SUNI	DAY.
Courtland street,	A. M.	P. M.	A. M.	P. M.
	9, 11, 12			
	9, 11			
	9			
Leave				
	6, 71-2, 111-2 63-4, 7, 81-4, 12			
Elizabethtown	7, 71-2, 81-2, 101-2, 12	3 1-2, 5		
Newark	71-2, 81-4, 9, 11	11.2, 4, 51-2, 7, 93-4	11 3-4	9 3-4
		10 1 25 1101		

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

#### TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Br	inswick
-	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York Newark Elizabethtown Rahway New Brunswick	9 1-4	25 31 1-4	5 1-2	12 1-2	5 1-2	12 1-2	10 1-2	25	22 1-2 16 3-4	50

MESSRS. EDITORS.--As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance; which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Saverally fully on this road, and experience has tested that they fuly accomplish the object intended. Several instances of the fracture of axles have occurred, and in
such the cars have uniformly run the whole distance
with entire safety. Had not this invention been
used, serious accidents must have occurred.
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property
and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

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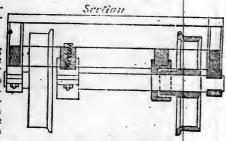
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W. L. ASHMEAD, Agent. ly accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

KITE'S PATENT SAFETY BEAM. Beam Safely Safety Ream ELEVATION



R. CASEY, CIVIL ENGINEER, NO. 23 W. R. CASEY, CIVIL ENGINEER, NO. 25 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of ma-chinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

- REFERENCES. -Boston, { Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, "Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market,

ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being axien sive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & dauge tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axies of best American refined iron; springs: boxes and bolts for cars.
Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

Mill gearing and Millwright work generally, hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSYENOR, a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent A achinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost rails, to any anicont and off short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

### TRAVELLERS' RAILROAD DIRECTORY.

TRAINS LEAVE	. FOR	BY RAILROAD	DAYS.	A. M.	P. M	MILES.	. FA
oston	Portland	Eastern,	Daily,		,	106	\$3 0
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owell			44	71, 11,	A1 51	26	7
				14, 11,	43, 03,	76	20
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ncord				31		76	20
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	Greenport " " "	"	Tues., Thur. & Sat.,	94,		95	2.5
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	Brooklyn, (Boston train)	"	""	1,		95	2 2
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		*****	Daily,			20	
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ladelphia	Pottsville	Reading,		9,		- 94	3 5
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rsburg	Richmond	"		51,			
ny	Schenectady	Mohawk and Hudson,					
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		" "					
	Albany			$7,\ldots$ $\lfloor 12\frac{1}{6} \rfloor$			
	Saratoga	Troy and Saratoga,	"	31,			
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	Buffalo	Rochester and Buffalo,		8,		*****1	
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# AMERICAN RAILROAD JOURNAL,

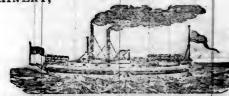
## AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

#### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 181

THURSDAY, MAY 1, 1845

[WHOLE No. 461, VOL. XVIII.

#### THE AMERICAN RAILROAD JOURNAL s the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all and Managers are respectfully invipersons in any way interested in these undertakings. ARRESTER, recently patented by

Hence it offers peculiar advantages for advertising the undersigned. times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new under-

takings fairly before the public.

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TOAL I LAN		-	4 5.	_		-			•	-	$\sim$			
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One page per	nionth	1							٠.				20	00
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S. VAIL, Speedwell Iron Works, near Morristown,

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
N. DRRIS, BROTHERS, Philadelphia, Pa. KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. [See Adv.]
BALDWIN & WHITNEY, Philadelphia, Pa. JOHN F. STARR, Philadelphia, Pa. do.
MERRICK & TOWNE, do.
NEWCASTLE MANUFACTURING COMpany, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron Company.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stock-

C. C. ALGER, [Stockbridge Iron Works,] Stockbridge, Mass.

#### IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G RALSTON & Co. Philad. Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia.

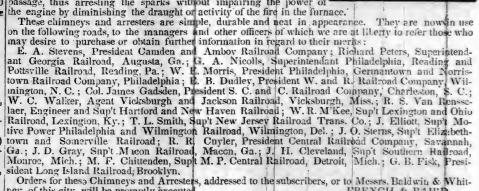
### FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors ted to examine an improved SPARK

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an-novance from sparks or dust from the

chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any necetotore offered to the public. The form is such that a rotary motion is imparted to the smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from he smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.



Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messes. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

ble terms Philadelphia, Pr., April 6, 1814. ** The letters in the figures refer to the article given in the Journal of June, 1844.

A GOOD SECOND HAND LOCOMOTIVE Engine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete Baldwin, for sale by A. & G. RALSTON & CO. Mar. 20, 1m. 4 South Front St., Philadelphia. The Subscriber is engaged in manufacturing Spring. Steel from 1½ to 6 inches the latter a very superior article. The tires are in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. Sed to them, or to us, will be properly executed. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the the order, a fit to floose wheels is guaranteed. Saving quality warranted. Address

quality warranted. Address

JOAN F. WINSLOW, Aren',
j5a3 Albany Iron and Nail Works, Troy, N. Y.

to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

N. E. cor. 12th and Market sts., Philad., Pa.

R AILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON Mar. 20tf 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish Company continue to furnish at the Works, situatel in the town of Newcastle Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds conand other steams and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

W. Mc. C. CUSHMAN, Civil Engineer, Albany, N. Y.

The work stells with promptless and despatch. Communications addressed to Mr. William II. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters palent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an op-

Mr. U. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

CUSHMAN'S COMPOUND IRON RAILS TO IRON MANUFACTURERS. THE SUI-etc. The Subscriber having made importat improvements in the construction of rails, mode n Wales, having obtained a patent in the United L scribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

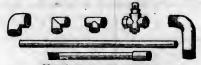
No. 4 Sout Fronth st., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

#### PASCAL IRON WORKS.

#### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbeper square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting together, with serew joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Wainut Streets, PHILADELPHIA.

NO IRON MASTERS.—FOR SALE.-SITES in the immediate neighborhood of Bituminous Coal and Iron Orc, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the worker and talker together. manutacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

V. R. CASET, Civil Engineer,

VALUABLE PROPERTY ON THE MILL

Value of land on Gravelly

Point, so called, on the Mill Dam, in Roxbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

Pattern shop, 35x32 feet with lathes work bench-

Pattern shop, 35x32 feet, with lathes, work benches, &c.
Work shop, 86x35 feet, on the same floor with the

pattern shop. pattern shop.

Forge shop, 118 fect long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &e., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and

containing a large air furnace, cupola, crane and corn oven.

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

buildings thereon standing:
Boiler house 50 feet long by 30 feet wide, two sto-

Lunadelphia.

#### NORRIS' LOCOMOTIVE WORKS





MANUFACTURE their Patent 6 Wheel Coml ined and 8 Wheel Locomotives of the following descrip tions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.

15 inches Diameter of Cylinder, × 20 inches Stroke. 66  $\times$  24 66 2, 14 66 3, 6 . "  $\times$  20 144 " 66 121 66 65 66  $\times$  20 66 4,  $\times$  20 66 66 66" 5, 111 " " 66 101 66 : 66  $\times$  18 66 6,

Vith Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels, the Trucks of Locomotives, Tenders and Cars.

NORRES Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

ald, what appeared to us the somewhat sinalthough this point is disputed by Judge
gular advertisement of certain Boston capreble and Mr. Poor—at least as good aupitalists, in which the people of Canada are
thorities as Mr. Fairbanks—but is it not
informed that "for various reasons"—upon
much more much and will it not,
America find their market?—where are the the nature of which the advertisers were consequently, require a much larger capital to construct a railroad through the formulation and provisions consumptive constructs and Atlantic Railroad) route, so called, is not the one calculated to promote the interests of the Canadas." After stating features of the Maine route are as peculia few of the "various reasons," why we arly favorable as those by Concord are the rican fishing and lumbering establishments begged humbly to differ from our disinterested advisers, and held that the "Portland land is little over 100 miles from our fron- tisfy the most careless observer that Portroute, so called," was the identical line of tier, while Boston is more than double that land possesses a combination of advantages interest, we added, that, we were, neverthe of the traffic must, before reaching the At-less, perfectly open to conviction, and that lantic seaboard by the latter route, traverse finitely superior to those offered by Boston whatever the opponents of that route upwards of 100 miles further than by the or any other of the Atlantic ports. would condescend to mention the nature of former, we ask, even Mr. Fairbanks, whetheir "various reasons," we, on our part, ther he means to say, that the mere local were ready to give them every attentive and traffic upon the route he advocates will, respectful consideration. Whether in consequence of our certainly not unreasonable or freight, pay the interest upon the capital rence—it being little over 100 miles from request or not, we cannot say, but we find expended in constructing upwards of 100 our frontier line, while Boston is nearly 230 miles of railroad, (certainly not less than miles from it. This advantage is further dated St. Johnsbury, Vt., and signed "Erastus Fairbanks," in which the writer comes ing. difficult and mountainous country? If tween that line and Portland, it having been to the assistance of the Boston advertisers, it will not, our Canadian traffic must help ascertained to be singularly well adapted for and states his "various reasons" in favor of in doing so; in short, unless there be a reather a railroad, and offering, from the head waster to be charged the concord and Fitchburgh, and sonable prospect that the rates to be charged ters of the Connecticut river, an easy course against that via Portland. This letter will ed on the route by Concord to Boston, will to the Atlantic, uninterrupted by highlands, be found in another column, and to it we be less than one half those to be charged and consequently, requiring a comparatively

that they are based upon two positions, and remarks, however, apply merely to the questumed, and which they have hitherto retwo only. First, that the country through tion of the relative advantages which Can. ceived via the Eric Canal and New-York. which the Concord and Fitchburgh line adian travel and traffic would derive from will pass, is more wealthy and more densely the existence of a railroad connecting the inhabited than the district of Maine, which St. Lawrence with the Atlantic seaboard, cess that pilots are not required, perfectly the Portland route will traverse; and, con-supsosing it to be a matter of no conse-safe and sheltered when attained, and rarely sequently, that the mere local traffic will be quence whether the southern terminus of if ever obstructed by ice in the winter. Its greater and more profitable by the first than the line was at Boston or at Portland; but geographical position is also most favorable by the second route. And, secondly, that this is by no means the case, for, independent for British trade, and, the railroad connectas that portion of the route now constructed dent of the shortness of the line, and the ing it with Montreal once made, Portland from Boston to Concord has paid so well, there is every prospect that its extension hold that "various" and good "reasons" British Royal Mail Steam Packets, its hartothe province line would be proportionately profitable, from the internal trade of the munication with Portland would be more rior to that of Boston, and it being, in the country through which it passes alone, with advantageous to Canada than with Boston, actual distance of the voyage, some 30 or

fying us that the construction of a railroad extent of foreign trade and travel using the from Portland to our Province line, there to line. It is, and most justly calculated, that be connected with one from Montreal, would by the construction of a railroad connect. not be equally so to the stockholders, and ing the waters of the St. Lawrence with infinitely more advantageous to the com- those of the Atlantic, Canada would not the Portland route runs, is one of the nost merce of Canada. It may be as Mr. Fair-banks states, that the country traversed by the line of road he advocates is comparative-country, which she now possesses, but that

PORTLAND AND MONTREAL RAILROAD. | ly wealthier and more fertile than that be her carrying trade would, in consequence. We noticed, in a late number of the Her-tween Portland and the Canadian frontier—be incalculably increased, and Montreal

road best calculated to promote Canadian distance, and that, consequently, our share which render it peculiarly adapted to the

would beg to direct the attention of the reader; for, while we consider Mr. Fairbanks' arguments extremely inconclusive, we do not mean to say that they are unworthy of consideration.

The proportion of the reader that through Maine to Portland, it must small expenditure upon its construction, and be evident, that, for this "reason" alone, proportionately moderate rates of charge for its use when completed. Then, Portland route so called," is the one calculated to promote the interests of the Canadas. We, of course, argue in the be-Having, then, perused Mr. Fairbanks' lief that the one line of railroad is just as blishments, among which an enormous reasons," we think the reader will grant certain to be constructed as the other. These amount of western produce is annually concountry through which it passes alone, without reference to what may be called the
Foreign traffic, that "the stock will consequently be all taken," and the work will be
constructed without delay.

Now, if Mr. Fairbanks' positions be
correct, they certainly go to prove that a
gradual extension of the Boston and Conthus secured, still no one contemplates that
cord Railroad would be a wise and profitable
this alone would sustain the work, but that
they foil out the secured and the secu undertaking; but they fail entirely in satis- its success must mainly depend upon the treal than via Concord, and, therefore, "the

and Rhode Island, and unquestionably of tages upon them and their children—not of Boston. Of this we entertain not the equal value in an agricultural point of view, only opening up their country and facilihaving by far the most extensive lumbering tating their internal communications, but der the vast and enduring advantages this tonnage. Now, the people of the State of mereial emporia in North America. When- and other branch of business connected with Maine have, in so far as they can do, pledged ever we are satisfied that, from whatever it, and its environs. This question, which blind indeed if they fail to see the great ad. not until then .- Montreal Herald. vantages its completion must confer upon them-advantages altogether independent of the mere profit received upon the capital invested in the work, although that, we doubt not, will be fairly remunerative.

These are a few of our reasons for presuming to differ from Mr. Fairbanks and those who insist that, "the Portland route, so called, is not the one calculated to promote the interests of the Canadas." the contrary, we think it emineutly calculated to promote our interests: 1st, on account of its comparative shortness; 2d, on account of the natural facilities existing for its construction; 3d, on account of its terminating in the very centre of the most extensive market for the produce of the west; in particular. In conclusion, we would beg the attention of the friends and opponents of the Portland line to the following extract from the Buffalo Commercial Advertiser.-Fas est et ab hoste doceri-let us not despise the opinions of our rivals.

"It will be seen by the following that the project of constructing a railroad from the St. Lawrence, at Montreal, to the Atlantic, at Portland, goes on swimmingly. The route is so feasible, and the road will so certainly pay, that, notwithstanding the magnitude of the undertaking, we have no doubt it will be rapidly pushed on to com- this all important railroad, seems to be this: pletion. For all articles of western product, whether exportable or consumed in the New

communication with the Atlantic. We cannot, however, permit ourselves to doubt the structure as far as the line of Massachuleaving a balance laid out in the construction of the people setts. And hence, it only remains for the tion of the road of \$10,037 80. A dividend

Hampshire combined, with a territory equal of Maine successfully to carry out an un-people of Massachusetts to determine whein extent to that of the above named States, dertaking, which, if completed, cannot fail ther they will subscribe for the remainder of

PRESENT STATE OF THE BOSTON AND CANADA RAILROAD.

the proposed route from Montreal to Boston posed; and when completed, nothing, except makes its depot in the heart of the great a large reduction of our tolls, can prevent capital of the northern and eastern States; Montreal becoming the depot of western and whence direct intercommunication by MADISON AND INDIANAPOLIS RAILROAD CO. steam and otherwise is now had, and must All, then, we can concede to Mr. Fair always obtain between Europe and the Uni- PALMER, Esq., made on the 22d February, banks and his friends is, not that the route ted States; and that consequently the stock via Concord and Fitchburgh could possibly of the road on this route, will be entitled to year had then clapsed, since the Company "promote the interests of the Canadas" so large annual dividends, and command a high took possession of the 28 miles of road fineffectually as that to Portland, but that, price in the markets. Under this convictished by the State; that in June, 1843, it should the people of Maine fail in construction, we understand the Canadians are ready had been extended 3 miles to Scipio; in to furnish the funds necessary to build the would, doubtless, although to a minor extraction, we understand the Canadians are ready had been extended 3 miles to Scipio; in September, 7 miles further to Elizabeth would, doubtless, although to a minor extraction was the contraction of the state, that in June, 1845, it is should the people of Maine fail in construction, we understand the Canadians are ready had been extended 3 miles to Scipio; in September, 7 miles further to Elizabeth would, doubtless, although to a minor extraction of the state, that in June, 1845, it is should the people of Maine fail in construction. tent, be promoted by uniting with any line treal to the American line. From that point Clifty: that the receipts from tolls, from of railroad which would give us a direct the people of Vermont are prepared to go to February 20th, 1843, to February 3d, 1844,

together with Massachusetts, Connecticut to confer incalculable and lasting advanthe work, and see it completed into the city trade of any State in the Union, and rank in every human probability, rendering their grand avenue of iron will confer upon our ing as the third in the extent of its shipping city of Portland one of the greatest com- own city and every mechanical, commercial themselves to construct, and as speedily as causes, the line by the "Portland route, so is attracting so much attention among the pussible, their portion of the work; we are called," cannot be constructed, we shall be community at large, will be decided in a few satisfied they are able and willing to fulfil ready to advocate uniting our line with that days. The people of the interior are only that pledge, more especially as they must be by Concord and Fitchburgh, but certainly awaiting the action of a few of our eminent merchants, manufacturers and capitalists. The whole matter is left for them to decide. Vermont and Canada Railroad.—We If they say they will take an interest in the have to congratulate all those who feel enterprize—the work is done; and the Lonfriendly to the interests of our city, and N. don bankers, and all the principal men and England generally, upon the prospect of a industrial classes here, are ready to come speedy movement in the continuation of the forward at once. But should the leading Fitchburg Railroad, so as to connect our city capitalists, in consequence of their extensive with the neighboring States of New Hamp-shire and Vermont, and with the British tunity, it may be lost, and lost to Boston Canadian Provinces. It is the intention of forever. We repeat, the Bostonians have a the Massachusetts and Vermont Railroad few, and but a few days to make up their Company to proceed immediately in the minds. Should they delay too long in comconstruction of a Railroad from Fitchburg ing to a conclusion, this extended and most to Winchendon, one of the border towns of this State, on the New Hampshire line Cheshire Railroad Company have recently opened their subscription book, and and, lastly, on account of Portland being the \$500,000 of the stock has already been tamost favorable port for British shipping in ken. This sum fully authorizes the Direc- have been informed, the Eastern railroad general, and the Royal Mail Steam Packets tors to go on with the road, and prepara-company and the Maine extension company tions are now making for its early com- are opposed to the Canada road having a mencement. This Company will construct terminus in Boston-flattering themselves, the road from Winchendon, at the Massa- that if the terminus lie in Portland, those chusetts line, through Keene, in N. Hamp-companies may, forsooth, get some additionshire, to Bellows Falls, in Vermont. From all business on their own railways. But in al business on their own railways. But in thence it will be taken by the Massachu-this, it is said, they deceive themselves; insetts and Vermont Company, on some one asmuch as in case the terminus be fixed in of the routes that have been suggested, to Portland, a party stands ready to propose a Burlington, upon Lake Champlain.—Boston new railroad from a certain point near the Portland terminus, by which the freight and passengers from and to Canada, may reach or leave Boston without being obliged to pass The condition of the parties interested in over either the Eastern or the Maine extension railways. It is hoped, however, that The people of Canada are convinced, that no such other Eastern railway may be undertaken; and that the public wish and the England States—as ashes, beef, pork, lard is decidedly the very best route for the inand lard oil, flour, &c., this route will prove habitants of Canada, Vermont and Massaa more formidable competitor to the Eric character of the large character of a more formidable competitor to the Eric chusetts; inasmuch as it is chiefly through pitalists and enterprizing men in favor of Canal than any other yet opened or pro- a populous, rich and prosperous region, and the Vermont and Massachusetts line for the Montreal and Boston railroad. -Bost. Trav.

ANNUAL REPORT OF THE PRESIDENT OF THE

The Report of the late President, N. B.

and over \$1,600,000 expended. distance to Edinburgh, 56 miles, one-half one-half the grading was done on the other by the misconduct of a person in their cur-28 miles. Though, there was very great ploy, two passengers and three others, lost waste, in the expenditures of the State, es- their lives, and two others were much inpecially on the inclined plane, and the jured on the inclined plane near Madison. bridges south of Vernon, yet the work done The rails being slippery, the conductor gave ought, even now, to be worth half the oripositive orders, that until the passenger car ginal cost. The State being without funds reached the bottom, no other should be and the road unprofitable, as it yielded only started on the plane. But, in violation of borers, &c.; for transportation, repairs, and \$1,152 04, over the expenses in 1841; it these orders, a heavy wood car was almost was proposed by the Legislature of 1842, to immediately sent down, and the breaks believe of the Company, on condition of leaving of the legislature of the ling insufficient in the then state of the tion of keeping it in repair, finishing ten road, the passenger car was overtaken, additional miles of road every two years, thrown partially from the track and coushed. and paying a rent equal to the profits of Three-fourths of the persons on the cars 1841, until 1846, and afterwards the profits were not hurt. Though the Company has were to be divided between the State and always been embarrassed for funds, the dithe Company, according to the length of rectors cheerfully donated \$650 to the widroad finished, by each respectively.

profits realized up to this time, being about there will be no recourse to litigation. 171 per cent. on the two years' operations, passenger has ever been injured on any other and the allowances on contracts for stock to occasion, and at this time, those, who manbe made this session, will make the whole age the business both on the plane and the stock, that is, or should be, on the books of line are confident that it is as free from the Company, amount to \$120,274 45.

On the first of July, 1844, the road was pected occurrence, the cars will run to Edof the delivery of the iron. if nothing shall occur out of the usual course can be had, both from Kentucky and Tenof things, the indebtedness of the Company nessee, and negotiations are in progress to for compteting the road to Edinburgh, will, obtain it. The locust grows rapidly, and no with all expenses, be paid by the first of time should be lost in commencing its cul-September, 1846, from the receipts for tolls tivation along the route. If properly atalone.

miles are perfectly straight, nearly level, and part of the road. without any considerable cut or embank-

was then made of 8 per cent. by adding to located. By the engineer's survey and es- have been sufficient, ought as soon as pos each person's stock, paid up for a year in timate, the excavation for the whole dis- ble to be shortened or changed into culverts. that proportion. The surplus, supposed to tance, 30 miles, amounts only to 185,276 In their present condition they are never enbe left, has been required to pay the rent, yards, the embankments 286,739 yards, and tirely free from hazard, and the constant rethen due State and expenses previously in the cost of grubbing, grading, and bridging, pairs required, will probably in ten years curred. \$96,627 24. The superstructure complete,
This railroad, it will be recollected, was if a \$\frac{1}{6}\$ by 2\frac{1}{2}\$ inch flat bar be used, will cost
commenced eight years ago, by the State, the further sum of \$96,7\frac{2}{6}\$ 96, or \$150,000 has been more regular, through every part Of the for a good T rail.

ows of the deceased, and a compromise has The stock subscribed and paid, with the been made with the persons injured, so that danger, as any other mode of conveyance.

The expenses of the road for repairs, the extended 21 miles from Clifty to Columbus. last year, have been large beyond expecta-The grading has been completed to Edin. tions. To clear out the cuts, raise the emburgh, 11 miles further; about 4 miles of bankments, and remove and level the track this distance is ready for the iron, and the on the plane, have cost about \$3,700. The balance is expected to be made so within cross ties and ditches have required an exsixty days: 330 tons of iron, heavy flat bar. pense of \$3,000, and the bridges, of \$2,300. have been contracted for, of which 60 tons Much of the work was commenced late in have been received, and without any unex- the season; suitable contractors were not always to be had, and as the dilapidations inburgh by the first of June. The Company tended to increase rapidly by delay, the reis now in debt in the bank, \$16,000, it must pairs were, occasionally, so much hurried, pay this spring for the new locomotive \$6,- that the Company did not always receive a 500; for the first instalment on the iron, fair equivalent for the money paid. These \$5,000; and about \$9,500, for the bridge matters are submitted to the directors, with over Flat Rock, the wood work to Edin- the hope that where errors have been comburgh, the depot at that place, and for laying mitted, their recurrence will be prevented. down the iron. The whole cost of the iron It is very desirable that better timber should will be about \$16,000 more, which is to be be procured for repairs. Oak ties sawn paid in six instalments, running from three from thrifty trees, seasoned and bedded in to thirteen months, from the average time clay, will last ten or twelve years; but tended to, it may be realy to replace the Of the 11 miles about being finished, 101 first set of ties, as they decay, on the north The capital of this road is to be \$1,000,000.

to Indianapolis, will be almost as favorably where a span, of fifty feet for each, would of certainty.

of it, than ever heretofore. In July, when It has been a subject of deep regret to the the receipts were lowest, they averaged \$82 was finished with a good T rail, and about Company, that on the 28th of March, last, per day; in November and December, for near seven weeks, they rose to \$200, but for a large portion of the year, they have ranged

from \$100 to \$130 per day.

Exclusive of the road repairs, done by contract, for which a preference is given, where practicable, the other expenses for officers, clerks, machinists, mechanics, persons are constantly employed. As a good deal of valuable work is continually being added to the machinery, cars, buildings, &c., it is not easy to state the precise amount, which should be charged to the expenditures. The horse power used on the plane and the transhipment of all freights at the hill depot, must make the expenditures appear large for the business done. An efficient change in this respect will, it is hoped, in time be effected. By the tabular statement annexed. it will be seen that the way passengers during the year amounted to 8,359, the through passengers 6,236, receipts from them \$14. 910 80. The freight transported was about 11,486 tons; the charges for freight \$25,-362 68, being an increase over last year, of 3,149 passengers, 3,556 tons of freight, and \$18,211 67 in tolls. As the average extension of the road the ensuing year, will rather exceed that of the last, the receipts will probably not fall short of \$50,000.

That until July last, the road did not reach a convenient point for taking freight. that the mode of transportation is new and has not yet superseded other modes along the line, that the motive power of the Company did not permit them to take all the freight offered, and that they cannot yet afford to reduce the rates as they will, when they have more facilities for doing business, are sufficient reasons for the present limited When the road business and receipts. reaches Indianapolis, which contains near 5,000 in abitants, and is the centre of a re-There will be when ties or strings are sawn from old trees gion not surpassed in the Union for combinabout \$50,000 of debts, principal and interest to be paid within a year, for a portion of which, temporary loans must be made. But in four or five years. It is said that cedar reduced rates, will at once be near one ed agricultural and manufacturing advanreduced rates, will at once be near one

hundred thousand dollars a year. Respectfully submitted,

S. MERRILL, Pres't and Sup't. R. R. Office, Madison, Feb. 26, 1845.

Providence and Worcester Railroad .-We learn from several sources that \$700,000 The five bridges between Madison and has been subscribed, and that the friends of ment, and the remaining part of the route Vernon, in all over 1,600 feet in length, the road consider its construction a matter

	1 20-	ENGLIST		ROAD	SHAF	Dividend a	t last		/ NE	WAND	PROPOS	3.D :	Share
	pohuds e raise	pounds raised	n pounds dates of sheets.	Cost of working in pounds for six months as stated in latest bal- lance sheets.	pounds, for six months as stated in latest bal ance sheets.	meeling			{ NE	RAILV		ED	Capital
- 1	Pon ed.	s, in pound to be raise mortgage.	pon	ing mo	es t		-		Aberd	leen		1	,600,00
	opeaed.	o b	e d'i	at at	lat	share.	cent.	share.	Barns	ley June	ction		200,00
NAME OF RA'LWAY.	ed s	E S E	ns.	F = 5	P E S	sha	cent.	share		st and B			385,00
	Miles of	otal sums, thorized t	sums, in ided at c balances	Pred .	sted s	*	Per a	E 0		burn an and Che			400,00
	E the	legel	Total expendatest	sta sta	Sta S		Accessed to the last of			Wigan			800,00
	Tot	E a a	lat lat	2 8 8 B	0 8 8	£ s. d £	s. d			onian			,800,00
Arboath and Forfar	15 102,0		138,870				10 0	25 27		ridge ar			,250,00
Birmingham and Gloucester	55 1,187,5		1,500,806	39,261	53,203	1 502		100 100		am and			
Brandling Junction	23   161,7 371   400,0		1 1			4	10 0 ihil.	50 54 30 36		er and V net valle			.800,00
Chester and Birkenhead	141 750,0			5,856	13 148	0 8 6 1 n	14 0	50 32	Direct	t Northe	rn to Y	ork4	
Dublin and Drogheda	31 450,0			0,000			ihil.	55 72		n and E			950,00
Dublin and Kingston	6 200,0	000 152,200					0 0	100 166		ee and I			250,00
Dundec and Arbroath	161 100,0			2,989	6,993		0 0	25 29		urg and			800,00
Durham and Sunderland	18‡ 169,	350 124,055 2001,341,155			17,702		ihil.	34 29		nd Bedf			270,00
East County and North and East Edinburg and Glasgow		001,341,133		47,385 29,429	55,866		10 0	45 57 50 57		ow, Dur outh and			
Glasgow, Paisley and Ayr	51 937,5		1.066.951	12,446	36,736			50 60		rimsby a			600,00
Glasgow, Paisley and Greenock		000 216,666		11,572	23,177	0 50 2	0 0	25 12	Harw	ich and	E. coun	. Jun.	160,00
	104 2,478,7		2,453,169	81,309						ersfield o			600,00
Great North of England		00 581,017		12,201						al and V			125,00
Great Western		00 3,679,343  00  155,540		132,235	00,504	3 10 0 7		15 138		and De			400,00
Leicester and Swannington	164 140.0	00	140,000		6,317			50		Ormskirl			600,00
Liverpool and Manchester	32 1,209,0	00 497,750	1,739,835	57,239		5 0 0 10	0 0 1	00 203		n and I			,750,00
Llanelly	27 200,0	00 44,000	221,624			1 00 2	0 0	87	Londo	n and	York	5	,000,00
London and Birmingham		76 1,928,845				10		100 218	Londo	onderry o	& Ennis	killen	500,00
London and Blackwall	3‡ 804,0 56 1.793.8		1,315,640	15,978		0 12 0 2				and Ely			200,00
London and BrightonLondon and Croyden	56 1,793,8 81 550,0	000 229.000	2,630,451 761,885	29,372 7,583	10,545		10 0	14 17		hester, E hester a			250,00
London and Greenwich	31 759,3	233,300	1,040,930	15,193	28,933	n	ihil.			ngar an			
London and South Western	921 2,222,1		2,596,291				10 0			astle and			700,00
Manchester and Birmingham	31 2,100,0		1,923,699	15,397						nond &			******
Manchester and Bolton	10 778,1 81 2,937,5	00 197,730	773,743		21,140	2 2 0 4				sh Centr			700,00 650,00
		00 1,719,630		76 983	81 898		& 101.	96,00	Shrew	eiu anu . Ishnry a	nd Gd	Inne	400,00
Newcastle and Carlisle		40 188,563		26,499	73,947	4 0 0 4	0 0	100 105	Shrew	Wolv.	Dudly	& B.	900,00
Newcastle and Darlington	23 500,0	00	405,728			4 00 4 n	ihil.	21 49	Trent	Valley			900,00
Newcastle and North Shields	7 150,0	00 153,876	309,629	8,943	18,466	2	0 0	50 37	West	London Yorkshi	Extens	ion	64,00
North Union	39 739,2		1,015,417	9,071		2 10 0 6	16 8	100 104	West	Yorkshi	re	1	,000,00
Paris and Orleans	82 1,600,0 84 1,440,0		1,978,415	31,247				20 39 20 38		ehaven a			100,00
Preston and Wyre		00 179,852	355,161	4,191			ihil.			RENCH R			.500.00
Sheffield and Manchester	19 1,150,0			11,895			ihil.	82 93	Centra	al of Fr	ance	i	,280,00
South Eastern	88 2,996,0	000 1,530,277	3,464,172	40,993	81,482	0 10 6 2	20	50 39	Lyons	and A	vignon.	2	400.00
Taff Vale	30 465,0	00 154,785		8,509		1 00 6	5 0 1	00 55	Orlean	ns, Tour	s & Bor	deaux 2	,000,00
armouth and Norwich.	25 519,1			5,401		0 15 0 5	ihil.	29 37 16 25	Paris	and Lyo	ons	2	500,00
York and N. Mid. and Leeds and Selby	201 187,5 28 1.062.5	$\begin{array}{c c} 00 & 62,500 \\ 00 & 167,500 \end{array}$		27,132				50 100	Paris	and Orl and Ro	uen	1	.400.00
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Steam and Mis			- A Danne	- \ N.	ME OF	COMPANY	.   1	ium. of shares.	Am't. of share	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
NAME OF COMPANY.   Num. of Am	re. Amoun		ice. Preser		horone	h			1424	1421	70	1140	JA ICE.
Anglo Mexican Mint 10.000 10		15		- 12000		ire		2,409		100		160	160
Anti Dry Rot	181	2				bray		250	100	100		117	117
Australian Trust Company 5,700 100	35	34	1	. Merse	ey and l	lrwell		500		100	10	1	
General hteam Navigation 20,000 15		10 27						3,000		100	21	15	15
Gt Western Steam Pa	100	5 6	4					1,786	100	100 100	17 30	365 . 505	365
Patent Elastic Pav 10,000		5 1				oncon		21,418		331	21	25	25
Peninsular and Oriental 11,493 50		7 64	65	Shron	shire				125	125	6	120	120
Ditto		7		. (Some	rset coa	ıl		800	150	150	7±	123	123
		6		. Staffo	rd and	Worcester			140	140	25	480	480
Polytechnic Institution		44 104		Shrev	bridge.		• • • •		125	125 -		230	230 360
Polytechnic Institution	100	90	1 1 60 1	Cotour	orruge .				145 150	145 150	14 19	360	300
Polytechnic Institution	60	36		Stron	dwater							240	240
Polytechnic Institution	60 5			. Strou	dwater.						15		
Polytechnic Institution	60 5 71 50			Strou Swan Sever	dwater. sea n & W	hy & Rail	Av.	533 3,762	100 261	100 261	51	30	30
Polytechnic Institution	60 5 71 50 100	10 15		Strou Swan Sever Trent	dwater. sea n & W and M	hy & Rail ersey	Av.	533 3,762 2,600	100 261 50	100 261 50		30 495	-4
Polytechnic Institution	60 5 7½ 50 100	10 15		Strou Swan Seven Trent Than	dwater. sea n & W and M nes and	hy & Rail ersey Medway	Av.	533 3,762 2,600 8,149	100 26½ 50 19½	100 26½ 50 19‡	5 <u>1</u> 65	30 495 10	10
Polytechnic Institution	60 5 7½ 50 100 s.	10 15	70	Strou Swan Seven Trent Than Warv	dwater. sea n & W and M nes and wick an	hy & Rail ersey. Medway d Birmingl	Av.	533 3,762 2,600 8,149 2,000	100 26½ 50 19‡ 100	100 26½ 50 19↓ 100	5½ 65 10½	30 495 10 167	-4
Polytechnic Institution	60 5 7½ 50 100 s.	10 15 10 15 14 180	70	Strou Swan Seven Trent Than Warv	dwater. sea n & W and M nes and wick an	hy & Rail ersey Medway	Av.	533 3,762 2,600 8,149 5,000 980	100 26½ 50 19↓ 100	100 26½ 50 19↓ 100 100	5½ 65 10½	30 495 10	-4
Polytechnic Institution	60 5 7½ 50 100 s.	10 15 10 15 14 180 10 150	70 180 160	Strou Swan Sever Trend Than Warv	dwatersea n & W t and M nes and wick an	hy & Rail ersey Medway d Birmingl d Napton.	Av.	533 3,762 2,600 8,149 5,000 980 Water	100 26½ 50 19½ 100 100 Works	100 26½ 50 19↓ 100 100	5½ 65 10½ 8½	30 495 10 167 122	10
Polytechnic Institution   Reversionary Int. Soc.   5,3 \\ 2   10 \\ 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	60 5 7½ 50 100 8. 100 100 100 100 79 100	10 15 14 180 10 150 13	70 180 160 131	Strou Swan Sever Trend Than Warv	dwatersean & W and M nes and wick an wick an engham.	hy & Rail ersey. Medway d Birmingl	Av.	533 3,762 2,600 8,149 2,000 980 Water 4,800 4,433	100 26½ 50 19½ 100 100 Works 25 100	100 26½ 50 19¼ 100 100 25 100	51 65 101 81 81	30 495 10 167 122 28 223	10 28 225
Polytechnic Institution   Reversionary Int, Soc   5,3 \\ 2,3 \\ 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	60 5 7½ 50 100 8. 100 100 100 100 79 100	10 15 10 15 14 180 10 150	70 180 160 131 365	Strou Swan Seven Trend Than Wary Birmi East 1	dwater	hy & Rail ersey Medway d Birmingl d Napton.	Av.	533 3,762 2,600 8,149 -,000 980 Water 4,800 4,433 5,500	100 26½ 50 19½ 100 100 Works 25 100 av.	100 261 50 191 100 100	51 65 101 81 81 8	30 495 10 167 122	10
Polytechnic Institution	60   5   7½   50   100   50   100   100   100   do.   do.	10 15 14 180 10 150 13 20 365 24 250 9 105	70 180 160 131 365 250 105	Strou Swan Sever Trend Than Warv Warv Birmi East 1 Grand New	dwater n & W and M nes and wick an wick an Ingham London I Juncti River I	hy & Rail ersey Medway d Birmingl d Napton	Av.	533 3,762 2,600 8,149 5,000 980 Water 4,800 4,433 5,500 1,500	100 26½ 50 19½ 100 100 Works 25 100 av.	100 26½ 50 19¼ 100 100 6. 25 100 41 2-3	51 65 101 81 81 81	30 495 10 167 122 28 223 88	28 225 90
Polytechnic Institution   Reversionary Int. Soc.   5,3 \\ 2 \ 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	60 5 71 72 100 100 s. 100 100 do. do. do. do. do. do. do.	10	70 180 160 131 365 250 105 440	Strou Swan Sever Trend Than Warv Warv Birmi East I Grand New Mane	dwatersea n & W t and M nes and wick an wick an ingham. London. d Juncti River I hester a	hy & Rail ersev	Av.	533 3,762 2,600 8,149 -,000 980 Water 4,800 4,433 5,500 1,500 6,486	100 26½ 50 19½ 100 100 Works 25 100 av.	100 26½ 50 19½ 100 100 6. 25 100 41 2-3 30	51 65 101 81 81 81 71 21 81	30 495 10 167 122 28 223 88 57	10 28 225 90 57
Polytechnic Institution   Reversionary Int. Soc   5,3 3 100	60 5 5 7½ 50 100 8- 100 100 100 100 100 100 100 100 100 10	10 15 14 180 10 150 10 150 10 20 365 24 250 9 105 32 440 4 440	70 180 160 1 131 365 250 105 440 440	Strou Swan Sever Than Wary Wary Birmi East I Grand New Mane Vaux	dwater n & W. t and M. tes and Wick an wick an wick an Ingham. London. I Juncti River I hester a hall, lt.	hy & Rail ersev	Av.	533 3,762 2,600 8,149 5,000 980 Water 4,800 4,433 5,500 1,500 6,486	100 26½ 50 19½ 100 100 Works 25 100 av.	100 261 50 191 100 100 25 100 41 2-3 30 100	51 65 101 81 8 71 21 8	30 495 10 167 122 28 223 88 57 55	28 225 90 57 55
Polytechnic Institution   Reversionary Int. Soc   5,3 & 3   100	60 5 5 7½ 50 100 50 100 60 do.	10 15 	70 180 160 1 131 365 250 105 440 440 1611	Strou Swan Sever Than Wary Wary Birmi East I Grand New Mane Vaux	dwater n & W. t and M. tes and Wick an wick an wick an Ingham. London. I Juncti River I hester a hall, lt.	hy & Rail ersev	Av.	533 3,762 2,600 8,149 -,000 980 <b>Water</b> 4,433 5,500 6,486 1,000 8,294	100 26½ 50 19½ 100 100 Works 25 100 av.	100 26½ 50 19½ 100 100 6. 25 100 41 2-3 30	51 65 101 81 8 71 21 8	30 495 10 167 122 28 223 88 57	10 28 225 90 57
Polytechnic Institution   Reversionary Int. Soc.   5,3 \\ 2 \) 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   1	60   5   50   100   50   100   50   100   50   100   50   100   50   60   60   60   60   60   60	10 15 14 70 14 180 10 150 10 20 365 24 250 9 105 32 440 4 440 7 162 8	70 180 160 131 365 250 105 440 440 1611	Strou Sever Trend Than Warv Warv Birini East I Grand New Mand Vaux West	dwatersea	hy & Rail ersev	Av.	533 3,762 2,600 8,149 -,000 980 <b>Water</b> 4,433 5,500 6,486 1,000 8,294	100 26½ 50 19½ 100 100 Works 25 100 av. av. av.	100 261 50 191 100 100 25 100 41 2-3 30 100	51 65 101 81 81 71 21 81 5	30 495 10 167 122 28 223 88 57 55	28 225 90 57 55
Polytechnic Institution   Reversionary Int. Soc.   5,3 3 10	60 5 5 7½ 50 100 50 100 100 do.	10 15 14 180 10 150 13 20 365 24 250 9 105 32 440 7 162 20 8 8 185	70 180 160 1 131 365 250 105 440 440 1611 8 185	Strou Swan Sever Tren Than Warv Warv Birmi East l Grand New Manc Vaux West Comn East a	dwatersea	hy & Rail ersey	Av.	533 3,762 2,600 8,149 -,000 980 Water 4,800 4,433 5,500 6,486 1,000 8,294 Doc	100 26½ 50 19½ 100 100 Works 25 100 av. av. av.	100 26‡ 50 19‡ 100 100 100 41 2-3 30 100 63‡	51 65 101 81 81 81 71 21 81 5 61	30 495 10 167 122 28 223 88 57 55 126	28 225 90 57 55 127
Polytechnic Institution	60   5   50   100   50   100   50   100   50   100   50   100   50   100   50   100   50   100   50   100   50   5	10	70 180 160 131 365 250 105 440 440 1611 8 185 40	Strou Sever Trend Than Warry Birmi East 1 Gram New Manc Vaux West a Comm East a	dwatersean & W. and M. nes and M. nes and wick an wick an mgham. London il Juncti River I hester a hall, lt. Middle mercial and Webb.	hy & Rail ersey	Av.	533 3,762 2,600 8,149 -,000 980 Water 4,800 4,433 5,500 1,500 6,486 1,000 8,294 Dec 1,065	100 26½ 50 19↓ 100 100 Works 25 100 av. av. cks. 100 sto.	100 26‡ 50 19‡ 100 100 100 41 2-3 30 100 63‡	51 65 104 81 81 71 21 21 56	30 495 10 167 122 28 223 88 57 55 126	10 28 225 90 57 55 127
Polytechnic Institution   Reversionary Int. Soc.   5,3 3 10	60   5   50   100   50   100   50   100   50   100   50   100   50   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   1	10 15 14 180 10 150 13 20 365 24 250 9 105 32 440 7 162 20 8 8 185	70 180 160 131 365 250 105 440 440 1611 8 185 40 640	Strou Swan Sever Trent Than Warr Warr Birmi East I Gran New Mane Vaux West	dwater	hy & Rail ersey	Av.	533 3,762 2,600 8,149 -,000 980 Water 4,800 4,433 5,500 1,500 6,486 1,000 8,294 Dec 1,065	100 26½ 50 19½ 100 100 Works 25 100 av. av. av. cks. 100 sto. sto.	100 26‡ 50 19‡ 100 100 100 41 2-3 30 100 63‡	51 65 104 81 81 71 21 21 56	30 495 10 167 122 28 223 88 57 55 126	28 225 90 57 55 127

	N STATE			D CAN				•	•	
Length in miles	Cost.	Income.	43. Expend.	Income.	844.  Expend	The	State Ca 17 feet w	ide, and 80 to	4 feet deep, and o 90 feet in len	the lock
35	1,524,967					Tl	e six m	illions paid	to the cana	fund :
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23										
97		-,				com	detion, th	he interest	of which ada	itimal
8	156,777	461	3,674	1,49	8 3,951	is mi	ich grea	ter than the	e estimated gr	ross inc
363						of th	ese cana	als when fi	inished. Th	e sum
120	3,739,000		19 010							
	50,000					000 a	ind \$600	0.000, maki	ing their tota	l cost v
38		99 147	2,333		5 98 599	nnish	ed \$5,55	3,000 and	52,409,000;	an expe
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	. 69,276	• • • • • • • •		38	1	161 3				
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73 3				101 040	57 699	of wh	toh enor	. 000 is from	m 110 miles	13
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. 85		68,640	38,826		22,341	perty	tax of 5	it mills on	the dollar	There
. 105		8,291				ISO3 W	files of c	anal in the	State, which	vielde
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91					10 917	444 OV	ter '43 is	s only \$43.	770, though t	he vea:
. 25					1 020	has e	xhibited	a greater	increase thro	ughout
. 31	255,015			8,747	2,929					
	11,000,000								sundry work	s yield
	10,000,000		Pr 000	011120	90 430	1.0	e centra	l railroad y	rields above	b per c
. 110	1,842,308			60 341	70,000	center	which	h is able to	stand alone	canal
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in miles.	Cost.	Income Gross. N	Nett. cen	I. Gross.	come.	per	of		REMARKS.	
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	1,000,000									
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	2 900,000	99 693 55	2 207	131 491	81 455	1	0			
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ie 28	31 328	150			45	81	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			-
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1		-								
	9 7	200	45	0	50	90				
							672.4	98 97	3	
. 3-4			45	9	50	90				
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Taradh	in	1	1843. come.	Div.	1844 Incom		Div. V	alue of	REMARKS	3.
Length i	Cost.									
R. rd. Car	nals.	Gross	. Nett.	dent.	Gross.	Nett.	1	tock.		
16 108	2,800,0	Gross 930,20	Nett. 03 196,70	dent.	Gross.	Nett.	1	30		+
R. rd. Car	2,800,0	Gross	Nett. 03 196,70	dent.	Gross.	Nett	1			
	21 64 23 97 8 8 363 120 6 6 25 60 45 105 105 72 130 105 82 36 130 105 85 105 105 105 105 105 105 105 105 105 10	21	21	21	21	21	21	21	21	21 237,000 16,557 10,953 24,618 14,445 auction and salt duties are not included 41,251,604 102,208 15,957 13,000 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 14,955 15,957 10,957 15,557 10,957 16,356 15,557 10,957 16,356 15,557 15,356 15,557 15,356 15,557 15,356 15,557 15,356 1

	AMERICAN RAILROADS. SALES. Length Loans Number Paid 1843. Div. 1844. Div. Previ Week ending															
	RAILROADS.		in	Cost.	and	of	on	Inco	ome.	per	Inco	ome.	per	ous	Week e April Shares,	nding
-3.5	1/Portland, Saco and Portsmout	1	miles.	- 11 h A 4 h to	debts.	1	share			cent.	Gross.	Nett.	eent.	prices .		
Mc. N. H.			35 +	430,000					47,166	7	124,497	74,841	6	1131 701		102
Mass.	3 Boston and Maine		56	1,400,401	1			178,745	68,499	6	233,101	86,401		1101		: 1124
44	4 Boston and Maine extension.		17 1-4	1 400, 100	unfin.											
66	5 Boston and Lowell		26. 41		none.	18 600	1100	233 388	144,000 110.823	8 6	316,909 282,701	147,615		1201 1081		. 120
	7 Boston and Worcester		41	1,886,135	none.	10,000	100	4 0,141	162,000	6		195,163		116		. 1171
66	8 Berkshire		21	2,914,070	not stated	()			17,500	7	17,737				1	
66	9 Charlestown branch		5-1	280,200	1			279,563	140 505	13	34,654	13,971 227,920	51 8	701		
1	10 Eastern			1.150,000	0 just opn'd		(6	337,238 42,759			109‡		109
14	12 Nashua and Lowell		14 1-2	2 380,000	0			81,079)	. 8	94,588	34,944	10	121		
44	13 New Bedford and Taunton		20	430,962	2			50,671	24,000		64,998					
	14 Northampton and Springfield 15 Norwich and Worcester			2,170,366	3 unfin. 6 900.000	16 535	100	162,336	94 871		230,674	99,464	3	701		72
**	16,Old Colony	1		. 87,820	0 unfin.									102		104
66	17 Stoughton branch		4	63,075	5 unfin.]			1			
16	18 Taunton branch		11	250,000	0			[]	20,000	8	96,687	20,000	8			
1	19 Vermont and Massachusetts.		3	41,516	6 200	1	1100	1			1	1	4			
66	21 Western, (117 miles in Mass.)	-	7,686,202	24,686,202	30,000		573,882	284,432	2	753,753	439,679	1. 3	1021		1011
66	22 Worcester branch to Milbury.	y		. 8,431	1 506											
	23 Housatonic, (10 months,) 24 Hartford and New Haven		74 38	1,244,123		10,000	100			1	150,000	[]	6	82		941
46	25 Hartford and Springfield		25 1-2	000,000	0 400,000	2.000	100	1			1 1			03		544
66	26 Stonington, (year ending 1st	Sept.,)	48	2,600,000	0 650,000	13,000	100	113.889			154 724	79,845	1	41		. 391
	27 Attica and Buffulo		31	336,211				45.896	7.522	2	73,248 237,667	48 033	3 0	106		
	28 Auburn and Rochester 29 Auburn and Syracuse			1,796,342 766,657	7	14,000	1337	86.291	27.334	4:::7	96 738	152,007	6	106 116		
26	30 Buffalo and Niagara		22	200,000	0	1.500)					32,01		100		
11	31 Eric, (416 miles,)			. 5,000,000	0									311		. 29
.81	32 Erie, opened	,	. 53	200.93	1	()		[]	48,000	\·····'	126,020	59,075		70		72
	33 Harlem			575,617	3		50				35,029	62,399		14	1 ::	12
46	35 Long Island		. 96	1.610.221	392,340	0.29.846					153,456	58,996	5 0	751		76
"	36 Mohawk and Hudson		. 17	1,317,893	3 400,000			69,948	58,780	0	79,804	45,763	3 0	641		0.
1	37 Saratoga and Schenectady Schenectady and Troy			9 640 800	8	1	1	28 043	3 i				5 0			-
46	39 Syracuse and Utica		. 53	1.115,897	none.	16,000	623	163,701	72,000	0	192,061	120,992	2 8	115		
"	10 Tonnawanda		. 43 .	727,332	2			76,227			114,177		5			
66	11 Troy and Greenbush		. 6	180,000	0				21,000							
	12 Troy and Saratoga		**Q	9 168 165	5 none.	1 20 0001	1100	277 164	1180 000	n o	331 035	100004	1 8			
	. 14 Camden and Amboy		. 61	3.200 000	0			.682.832	2383,880	0	784 191	1404 956	GL	. 110‡		. 111
11	15 Elizabethtown and Somerville	le	. 26	500,000	0								1			
66	16 Morris and Essex		34	2.000.000	o									931		
**	18 Paterson		. 16	500,000	0								6	85		
Pa.	49 Beaver Meadow		. 26	1.000,000	0								1			
22	50 Cumberland Valley		46	860,000	0									. 30		
. 66	52 Hazleton branch	*	10	120,000	0											
**	53 Little Schuylkill		. 29	900,000	0								1			
66	51 Blossburg and Corning		40	600,000	0											
	55 Mauch Chunk			100,000 315,000	0		1			12				1431		
tt S	Norristown		. 20	800,000	0									. 61	· ::	7
64	58 Philadelphia and Trenton	*	* 30	400,000	0									. 104		
	59 Pottsville and Danville			2 1,500,000	0 7,447,570	40.200					597,613	242 51		504		10
	61 Schuvlkill vallev	*	* 10	1.000,000	0	40,40	1							302		49
44	32 Williamsport and Elmira		. 25	400,000	0			20,000	0							
- 66	63 Philadelphia and Baltimore.		. 93	4,400,000	00			43,043	3 200,000	1.1		210,000		431		. 42
				7 693 600	n		1:::7	575 235	279 40		658,620	346 946	1	481	•••••	504
66	66 Baltimore and Susquehanna		. 58	3,000,000	0								1	. 5		6
86	67 Baltimore and Washington.		. 38	1,800,000	0			177,227	71,691	1	. 212,129	104,529			.,,	
		*	* 17 12		00			•								
"	70 Portsmouth and Roanoke		. 78 1-2	2 850,000	00						122,871		-			
44	71 Richmond and Fredericksbur	ırg*	* 61 1-2	2 1,200,000	00								i			
	72 Richmond and Petersburg	********	* 22 1-2				1					[]			1	
	73 Winchester and Potomae			500,000 21,360,000	0			:								
48	75 Wilmington and Raleigh	*******	* 161	1,800,000	0							£	1			1:::
S. C.	. 76 South Carolina		136	5,671,452	1 .	34,410	75	1			532.871	1 140,196	6 5			
Ga	77 Columbia	······)	66		3		1	201,404	03 190	1	328,425	180,704		1		1
ua.	79 Georgia		147 1-9	2 2 656 000	0			· 248,026	158,207	4	248,090	147,523	3			
Ky.	80 Lexington and Ohio		40	500,000	0	['										
	St Little Miami		. 40	450,000	0											
Ind.	82 Mad river			152,000												
	. 81Champlain and St. Lawrence				0	1	1	4:7	12,000		58,000	24,000		110		1::::
-	010111111111111111111111111111111111111			1	•		-				,	, ~,		1		

communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, May 1, 1845.

In our last we gave the remaining portion of Col. Gadsden's report on the South Carolina company. It contains a variety of details, and of practical information, which will be perused with interest.

The article at the beginning of this number from the Montreal Herald, puts the railroad thence to to be opposed by the Worcester road, in every possi-Portland in more favorable light than any article ble shape, and by all legal means. The rates of fare which has fallen under our notice. We found it in fixed by the commissioners, and agreed upon by the which has fallen under our notice. We found it in which has fallen under our notice. We found it in the Portland Advertiser, which paper very properly gave it without comment. Even the engineering advantages are given better than in any of the numerous documents we have seen, not excepting the report of the engineers. We observed in the Jourreport of the engineers. We observed in the Journal of the 27th March, "the first question is, which route is best for Montreal?" and it will be seen that view pervades the Herald's remarks. The construction of a railroad from Saratoga to Whitehall will give a communication by steam between Montreal and New York and Boston during the season of business, and as the Portland route must compete with these formidable rivals, it cannot afford to lose any advantage it possesses-the saving in distance being immensely the greatest. This advantage is of course appreciated to some extent by all, but it would occupy some space, and require some days' unremitting attention to discuss it thoroughly. If the through business be very great, it will be difficult to overrate its effects in competing with the route via Boston or the St. Lawrence.

Our Vermont exchanges generally are full of railroad matters, and we hope the Green Mountain State will not much longer form one of the two or three States without a single railroad-an unenviable distinction in our eyes.

The Newburyport Herald well remarks that the Bostonians seem to be stretching their arms all over the country. A year ago or more they obtained control of the Reading railroad, one of the most costly and unprofitable, but at the same time useful roads in the country. It cost, if we remember rightly, not far from ten millions of dollars, runs directly to the coal mines of Pennsylvania, and by the facility of transportation which it offers, has cheapened the price of coal nearly two dollars per ton, from what it would have cost without this road. Yet the stockholders of the road have never received any dividend, owing to the heavy debt incurred, and the stock had sunk to about nineteen dollars per share. The Bostonians have not yet got a dividend; but they will a year or two hence, as the receipts are continually increasing. Now the capitalists and brokers of Boston have taken hold of another of the bankrupt southern railroads—that from Wilmington to Weldon. This very firm. Cargo sales of white ash Schuylkill Total...

perfectly straight, yet it has been so miserably managed that, though the receipts are \$300,000 a year, it has never paid a dividend—the expenses swallowing up the receipts. This is the case with all the roads in the southern country: for, although they are cheaply constructed, and the travel is great, they are badly managed, and the transportation is not sufficient to indemnify their proprietors. The Bostonians have now taken hold of the stock, and have sent on a committee to investigate matters, so that probably in a few years they will make it a profitable road.

WESTERN AND WORCESTER RAILROAD. In the western and worcester Railroad.—In the supreme judicial court, on Monday, a petition was presented by R. Fletcher, Esq., on behalf of the Western railroad, praying the court to appoint three commissioners to settle the rate of fare for passengers and freight, to be paid by the Western road to the Worcester, in accordance with the act of the legislature passed in March lest gislature, passed in March last.

An order of notice was directed to be issued, to be

served on the president of the Worcester road—and publication to be made in the Daily Advertiser, re-

turnable in thirty days.

It is understood that the prayer of this petition is

commissioners, who, after a hearing of the parties, should fix a tariff of prices.

The right of the legislature to pass the act in question, and several grave and serious questions of law involving the rights of the Worcester corporation, will be raised, which bid fair to keep the matter from final action for some time.-[Atlas.]

THE COAL TRADE.—Sent by railroad from Potts-ville and Port Carbon, for the week ending on Thurs-Per last report..... 44.719.38 From Schyulkill Haven..... 7,823-17 Per last report..... 84,921.17 Increase in 1845, BY CANAL. From Pottsville and Port Carbon 3.618-16 Per last report.... 21,310-01 From Schuylkill Haven—total up to Thursday evening, April 17..... 600-16 Per last report..... 1,739.09 From Port Clinton 1.476-18 Per last report..... 3.518-19 Total by canal..... 28.646-03 Total by railroad and canal ... Freights from Pottsville to Philadelphia, 70 cents, to New York, \$1 80. The following are the rates of freight from Richmond and the Schuylkill to eastern ports:
To Salem.....\$2 00 to 2 12 per ton 2 18 to 2 00 2 25 to

To New York 1 00 to

The Commercial List states that the demand is

Correspondents will oblige us by sending in their road is on the great southern route, and 162 miles lump, at \$3 25, and broken at \$3 371 a \$3 50; red long. There is not a rock over the whole line, nor ash lump, \$3 50 a \$3 621, and broken, \$3 75 per a cutting over eight feet deep, and 47 miles of it is 3 621.—Miners' Journal. LEHIGH COAL TRADE.—Despatched this season up to 4th mo. 26th, 1845, from Mauch Chunk. Lehigh coal and navigation co. Summit, 4359 Room Run, Beaver Meadow railroad and coal co., 3869 From Penn Haven.—Hazleton coal co., From Rock Port.—Buck Mountain coal co., 3123 519 9 33 Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, Room run do., -10656- 1861-Beaver Meadow railroad and coal co., 1494 From Penn Haven-Hazleton coal co., 1895 From Rock Port-Buck Mountain coal co. 724 18 402 MOUNT CARBON RAILROAD .- The amount of coal transported over this road for the week ending on Thursday evening last, is 5783 Thursday evening last, is Per last report, 35,050 40,833 PINE GROVE COAL TRADE.-Transportation Union canal railroad for this season, up to April 1. Tons cwt. qr. 271 1 1 1259 18 3-January Feb. and March, - 1531 00 Amount transported on Swatara railroad, during March, 1845 - 548 16 Transportation on Union canal railroad from 1st

to 15th April, inclusive, 2136 1 2 Per last report, - 1531 0 0 3,667 1 Per last report, Transportation on Swatara railroad, from 1st to 15th April, inclusive, -1,077 0 0 Per last report, 548 16 0— 1625 16 0 Per last report,

MINERILL AND SCHUYLKILL HAVEN RAILROAD.— The following is the amount of coal transported over this road for the week ending on Wednesday eve-

Per la	ast report,		2		٠,	8,284·19 78,014·08
Total,	•	-		-		86,329.07
1			-			-

Tolls on the Susquehanna and Tide Water canals to the 19th April, 1845, \$13,363 86 77,096.00 Do. to the same date last year, 10,045 35 \$3,318 51

PROGRESS OF RATLWAYS .- The increase in the 17,691-05 traffic receipts of the undermentioned twenty-five railways for the first eleven weeks of this year, as compared with the corresponding period of last year,

amounts to £158,641—viz:	3
Birmingham and Gloucester	£6.545
Chester and Birkenhead	743
Eastern counties	3.371
Edinburg and Glasgow	3,728
Glasgow and Greenock	189
Glasgow, Paisley and Avr	2,609
Grand Junction	7,859
Great North of England	2.808
Great Western	19,847
Liverpool and Manchester	5.687
London and Birmingham	9,494
London and Brighton	4.032
London and South-western	2,108
London and Croydon	1,761
Manchester and Birmingham	5,048
Manchester, Bolton and Bury	1.061
Manchester and Leeds	8.932
Midland company	15,909
Newcastle and Carlisle	2.078
North Union	3,414
Preston and Wyre	1.319
Sheffield and Manchester	1,545
South-eastern and Dover.	28,497
Ulster	194
York and North Midland	19,777
	-

CENTRAL RAILROAD.

The reports of the president and engineer of the Central railroad, published in the Savannah papers, give a very full and satisfactory exposition of the affairs of the company, so much so, that had we space and time. we should be glad to publish them entire.-We were prepared for a very favorable account of the business of the last season, as the results of our own observation, for we have frequently had occasion to notice the system and regularity with which the extensive and increasing business of the road has been conducted, and the ability and faithfulness exhibited by each and all of its officers. But we have been most agreeably surprised with the very favorable results which these two reports of the president and engineer have developed. We were not prepared for the very prosperous state of affairs that has been exhibited to us, and it must be gratifying not merely to stockholders, but to the public at large, to learn that the revenue of the company has exceeded the expectations of the most sanguine friends, and its expenses fallen short of the very liberal estimate made by the engineer.

We are constrained to curtail these very interesting but elaborate reports, and condense them into synopsis, which we will endeavor to make as intelligible to our readers as possible, with a regard to succinctness.

The earnings of the road in cash, ending the 3d December, 1844, was \$337,857 79. The whole expense of repairs of road and machinery, etc., for the same period, was \$147,719 52, leaving the net receipts, \$180,-138 27. The amount received from other sources during the same period, was \$127,-854 59-making a total of receipts from all sources, for the year ending 3d December, 1844, of \$455,212 38. The whole expenditures for the same period, comprising road expenses, bank expenses, deposites, law expenses, road bonds, etc., amount to \$415,. 658 15—leaving a balance on hand 3d December, 1844, of \$39,554 23.

The condition of the company on the 7th of April, was as follows: Total liabilities, including those of the bank and road of every kind, \$696,948 91. Resources, independent of the road, depots, machinery and appurtenances, \$270,168 18-of which \$58,339 45 is allowed for depreciation and bad debts, leaving a total of assets of \$205,-386 45. The road with its fixtures, are estimated at cost, viz: \$2,653,202 01. The business of the road is progressing beyond The earnings of the all expectations. months of December, January, February and March, amount to \$142,337 92, exceeding the earnings of the same months last year, \$29,753 53. Placing the net receipts of the road at \$200,000 per annum, for the next three years following December, 1845, which is a low estimate, the president calculates that by the 1st of December, 1848, the company will be free of debt, and the stockholders will own a road unencumbered and which will yield them at least 10 per ct per annum.

During the past year, the stock of the

dollars per share to fifty, and the bonds from seventy-five cents on the dollar, to par .-The bank notes are promptly redeemed on presentation, and are bankable in all the banks of the city.

The condition of the road is much improved, and is as good now as ever it was.

For a business of \$450,000 per annum, which the engineer considers a reasonable estimate, the whole expense of operating the road, would not exceed \$200,000.

The annual deterioration of the railroad iron is fixed at 5 per cent.

The above is a very imperiect synopsis of these very interesting reports. The operations of the company have in every respect exceeded expectation, and must be very satisfactory to the stockholders, affording them a positive assurance of the ultimate (and at no distant day) profitableness of the work, and that although for a time their investments have been unproductive, they will very soon realize a remunerating return.

It is a proper occasion to speak of the claims of the managers and officers of this road to public favor and confidence. We have no hesitancy in saying that their duty has been discharged with fidelity, and with an eye single to the interest of the company and stockholders. All the money has been made that could have been, and none has been expended uselessly or unnecessarily. Very few accidents have occurred, the property of the road has not been injured by the carelessness or ignorance of its servants; the transits of the passenger and freight trains have been regular and uninterrupted, and a system of method and order has prevailed in every department. The president, R. R. Cuyler, Esq., has proved himself a capable and efficient officer. His position at first was an embarrassing one, for he was elected to succeed a master spirit, one whose place it was difficult to fill in any community. But he has sustained himself most worthily-agreeably disappointing those who were disposed to disparage him, and fully realizing the expectations of these who knew and could appreciate his merits. The engineer, L. O. Reynolds, Esq., is identical with the entire work, as a faithful, vigilant and competent officer; and the agents generally, (and we believe we know them all,) for their application to business, and accommodating and gentlemanly deportment, are deserving of the support of their employers, and the favor of the public. This much we are bound to say, as the sentiments of those who are interested in the Central railroad at this end of the route.

setts railways is pretty well known, but few sylvania have quailed. here are aware that next in order come South consideration—the objects aimed at, and the ing been at first rejected in that country,

company has risen in market, from twenty means of the projectors. It is very easy with unlimited means, to build a railroad which shall carry passengers comfortably, but when capital is scarce, and the total trade of the country by no means great, it becomes very difficult to decide, firstly, whether the trade will warrant a railway, and, secondly, whether the means can be procured. After these two questions are answered in the affirmative, there are other considerations, secondary, it is true, but still very important, as the kind of road, the precise nature and extent of the accommodation required, etc. Nothing appears more simple and natural than this view of the case, vet. it is very certain that it was never thought of in the majority of works in the Union. But in the "Central railroad," it has been kept constantly in view, and this work furnishes an excellent illustration of what a correspondent, a few years since called the "adaptation of expenditure to income," "that great principle without which engineering is unworthy to rank as a liberal profession." No less than 190 miles have been put in successful operation by the expenditure of \$2,581,723; and making all reasonable allowances for the easy nature of the gound, it must be admitted that it forms a striking, if not mortifying contrast, with many of our works, both public and private. For example, the Chenango canal, the Mohawk and Hudson railroad, the Genesee valley canal, the Long Island and Harlem railroads, in which the great principle above alluded to has been wholly overlooked. The entire road is in excellent order, as we learn from a friend who lately passed over it, and who was particularly struck with that quiet order and regularity which result from the calm enforcement of a correct system of The width of track is five feet discipline. on all the southern roads. We believe this guage was introduced there by our townsman, Horatio Allen, Esq., C. E., now of the firm of Stillman, Allen & Co., of the Novelty Works, one of our largest engineering establishments. Many of our machinists think this the best width, and it certainly appears to have been much liked in the south, where, all things considered, the railway is pretty well established in the public favor, and where it has succeeded under cir-We take the above from the Macon (Ga.) cumstances more difficult than those before Messenger. The success of the Massachu- which similar works in N. York and Penn-

The public mind in France is easily ex-Carolina and Georgia. In judging of the cited—all is done hastily; and it ceases to merit to which any work is entitled, we must be a matter of surprise that railway investtake all the circumstances of the case into ment, as a branch of national industry, havthere was everything to gain and nothing to risk, in investing money in these enterprizes as a permanent security; and as the number of schemes extended, the purchase of shares even at a premium, having yielded a scheme to the companies. The evils of stock jobbing and public confidence has been restored to a scheme to the companies. The evils of stock jobbing and public confidence has been restored to a scheme to the companies. satisfactory profit, the spirit of speculation have formed the subject on which that alarm great extent in the French railway market. serve which limited the proposals for the whole railway movement. early lines to a single tender, give way to a nefits of railway communication.

of a national bankruptcy, and who, with its stock jobbing was known to be carried on. horrors still before their eyes, retain an invincible repugnance against investing their
money in the securities of the State; and
money in the securities of the State; and proceedings of the railway projectors, in lantheir rulers. The evil of such a system is apparent; not only is the possessor of pro-

the State, and with a natural desire to reme- se des Consignations." In this public esta- down. dy the evil of an unproductive capital, it is blishment, which is to supersede the Rothsand caution; and to convert them from a amount of interest allowed is 2 per cent per company will derive a net profit of more state of unprofitable idleness to one of be-annum, with a deduction of 105 days; and than 9 per cent. on the existing traffic. neficial activity. On all sides the strong the lodgement and withdrawal can only be It is an admitted fact, that the establishto railway enterprize.

from this feeling a mode of proceeding has guage most readily calculated to arouse the the ancient chateaux of France, more espe- the tones of high flown declamation, have cattle. cially in the remote districts—whose inhabi-swelled the ranks of the alarmists. But tants have been all at once disturbled from against whom does the outcry point? Who the company to whom the lease was granted by the provident care of their owners, whose not to be considered capable of becoming riages, and small parcels. only confidence existed in the possession of the trustees for the deposites, without the inthat which is independent of the faith of terference of the "Caisse des Depots des laying the rails, chairs, etc., and in keeping

perty deprived of its legitimate increase, but dity, not to say the utter impracticability of 000 francs the kilometer (5-8ths of a mile). the national resources are fettered for want the chief features of this new "Projet de Loi;" but it may be interesting to our rea-With this distrust, then, of the security of ders to know the exact nature of the "Cais-

should have been recently resorted to with ment ought to have regarded with satisfac-|shareholder, with his deposites absolutely such eagerness as an object of speculation. tion-inasmuch as it led to the result that, subject to the grasp of a foreign power at The success of the companies by whom the ultimately, railways would be made without the least outbreak of political excitement— Paris and Rouen and Paris and Orleans lines having recourse to the public treasury—has and even supposing them untouched, only were made, all at once demonstrated that produced a contrary effect. The govern-returnable in Paris and subject to an unde-

once started has proceeded onwards without has been ostensibly based—the real foundathe real foundawhile it is greatly to be regretted, on the check or reaction. Thus we have seen, in tion may be looked for in the dreaded loss one hand, that such a disposition to rush inthe course of a few years, the cautious re- of their own position, as controllers of the to crude and uncalled for legislation should prevail in France, we must not, on the other, There is no possible way in which the ra- forget the readiness with which the legislapowerful rivalry in the fact of several com-panies competing at once for the same lines. France could have met with a more effectu-the principle being once understood, and the French government preserving good faith, part of the government, against the danger ject of the amendment of Mons. Cremieux, there was a constant co-operation between and evil—real as well as imaginary—arising are sufficiently indicative of this—and from native and foreign capitalists, for the impor-out of stock jobbing; and for this end, all a calm retrospect of the course adopted on tant object of giving to France the full be- kinds of underhand schemes have been rc- that memorable occasion, we come to this sorted to. It has been whispered into the conclusion, that, however the chivalric no-In endeavoring to arrive at a true appre. ears of the peers and deputies of France, tions of our high minded neighbors, may ciation of the railway policy of France, we that even their domestics were laying out lead them to attempt an absurd mode of lemust take into prominent consideration a their money in railway speculation, as was gislation as a remedy for evils supposed to peculiar feature in the position of its mone. formerly the case with lotteries whose con- affect their honor and morality, they are no tary resources. In that country there are still fresh in their memory; less ready to listen to the temperate suggestill living a large class, who were not only eye witnesses of the revolutions by which into their columns the most exaggerated reits social elements have been so unhappily ports, respecting the crowds of speculators permanent removal of the temporary deconvulsed, but who have also suffered from who were described as obstructing the pub- pression which has recently prevailed and the shock. Men who have been the victims lic ways, and blocking up the cases when the substitution of a sound practical piece of legislation in place of the crude absurdity

According to documents furnished by the resulted, which, in our own country, will appear almost incredible. The precious measurement of public works in France, there appear almost incredible. The precious measurement of the precious measu crecy, to an extent of many millions. In tion press, glad of a subject on which to vent 63,130 tons of goods, and 457,000 head of

their rural state and social tranquillity, by are the originators and promoters of railways under the law of 26th July, 1844, the anby the full tide of anarchy and ruin bursting in France? On all sides we find peers, denual money returns will produce a total of in upon them—are to be found vast hoards of coin and plate, which have been deposited other functionaries. And yet such men are into consideration the carriage of fish, car-

> The outlay of the company consists in up the carrying stock. The cost of rails We have already shown the gross absur. and ballast for a double line amounts to 100,-

Allowing, then, the sum of 814,000 francs not to be wondered at that, so soon as the childs, the Laffittes, the Gannerons, and from the cost of working, and the gross reindications of success in railway investments other eminent bankers of the day, as the deceipts being 1,729,723 francs, there will be were sufficient to overcome existing fears, positories of subscriptions in railway projects an available remainder of 915,723 francs for there should have been a general disposition the money once lodged becomes absolutely a dividend on the capital required—that is to bring to light the accumulation of time under the control of the government. The to say, on a capital of about ten millions the

box has been opened in order to subscribe effected through a series of wearisque for ment of a railway produces an increase of malities, and subject to many official charges. traffic at least twofold at the expiration of This movement, which the French govern What would be the position of an English less than two years. This result, founded

on experience, will take place on the line without the expression of my own sincere ty to the home manufacture, while it has from Orleans to Vierzon in a far higher de thanks, and those of the board of directors tended to depress and retard works which, gree; for it must be borne in mind, that this to the several banks of the city, and to the duly fostered by the government, might, at line will become in a few years the common trust company for their aid—and especially this day, be difusing blessings to the people. trunk for the south-eastern lines in commu- for their confidence in our day of need, nor I adverted, at your last meeting, to a renication with Clermont and with the Medi-will I attempt to conceal the gratification sponsibility on the part of the company, as terranean by way of Roanne and Lyons, we experience in seeing those institutions guarantor of a small sum of interest due by and for the south-west with Toulouse and safe, beyond question, in their operations the city of Macon. I have the pleasure to Bordeaux by Chateauroux and Limoges; it with us, and profiting in their punctual re- say that the amount will, in a short time, be will, in fact, be available for sea borne traffic ceipt of interest. The obligations of the fully paid. The mayor and council of that from Nantes to the Mediterranean, by way company are promptly met, and will conticity have, for the past year, been making of Tours, Orleans and Vierzon. With such nue to be so. prospects in view, instead of a net profit of 10 per cent. there is good reason to anticivide the means for carriage of passengers, efforts deserve to be crowned with success. pate a speedy rise to something like double for the westward, beyond Macon. The esthat amount. - Railway Times.

SOUTH CAROLINA RAILROAD,

until 1st November, 1843, and was not then could never expect any fair portion of the entirely finished. The quantity of locomo. through travel. The stage line has been active engines and cars was wholly inadequate cordingly provided at a considerable expense. to the business which was presented .-Throughout the entire year 1844, although the travel on the road, arrangements have exported to, other States, than on similar the motive power was, from time to time, been made to run in connection with Brooks' articles transported on the same canal, which increased, the company suffered for want of & Barden's line of steamers as rapidly from have not been so imported, and are not desengines and cars to a great extent. The Charleston by the way of Savannah, Macon tined for exportation, would be repugnant to business offered to the company exceeded and Columbus, to Montgomery, as the great the constitution of the United States, which the calculations of the president, directors mail goes to the same point, by way of Au- prohibits the States "without the consent of and officers. This want of motive power is gusta and Covington. In a short time this Congress from laying any imposts or duties still felt. The board has bent every effort stage line can be sold out without much loss on imports or exports except what may be and spent every dollar which could be spared and thus kept up without trouble to the com- absolutely necessary for executing their into stock the road properly. A large sum pany. Applications for the purchase of it spection laws," and which gives to Congress has been expended for this purpose, and, have already been made from several quar- the power "to regulate commerce with formoreover, four more engines, and wheels, ters. We expect by this course, to receive eign nations and among the several States." and materials for 60 burthen cars have been a share of the New Orleans travel, and to cotton season.

Without an adequate number of engines manner, as to do all the business which offers-and it will be borne in mind by you, that the transportation cannot, at the pleasure of the company, be distributed throughout the year, but must be done in a few the 1st of April-and this must continue to tion of the State. be the case in reference to the cotton crop. neer's report.

are promptly redeemed on presentation .-The stock of the company, so manifestly valuable, cannot long remain below par.

It has been considered important to protablishment of a proper stage line by private enterprize, was hopeless, and it was quite apparent that without a daily conveyance The road was not opened the entire length on the route to New Orleans, the company

rail to lay ten miles of road.

I cannot suffer the opportunity to pass nue, and given no protection, or even activi-vious. None was claimed from Portsmouth,

I adverted, at your last meeting, to a restrenuous and most honorable exertions to place their finances in good condition. Their

Very respectfully, your ob't serv't, R. R. Cuyler, President.

DISCRIMINATING TOLLS.

Chancellor Kent has given an opinion which we find in the Albany Atlas, that a law imposing higher tolls on articles transcordingly provided at a considerable expense. ported on the Oswego Canal, which have To render the line valuable and to increase been imported from, or are intended to be

We commend the above to the attention ordered. The engines are to be delivered bring our road-its power and facilities more of the Board of Public Works, while enunder a suitable penalty—two in June, and directly to the view of the public.

two in July next, and the 60 new cars will be on the road before the opening of the next tercourse will unite us more closely to the salt has operated hardly upon the Virginia, flourishing city of Columbus, which has been New York and Pennsylvania manufacture, for years in a great measure cut off from and has given rise to some dissatisfaction. and cars, the company must lose much bu. Savannah, by the want of proper means of The effect has undoubtedly been beneficial siness. The road should be equipped in such travel. Its merchants have for the past two to the Ohio establishments, but the principle seasons given liberally of their freights to is an exclusive and selfish one, and tends to the road, and there is reason to believe that the injury of commerce between the States, hereaster the travel of the city and neighbor- and the ultimate injury of the State and hood will pass this way. Union in feeling people. Very little salt made out of Ohio and interest between the three cities of Sa. finds access into this valley in consequence months of the year. The bulk of our busi, vannah, Macon and Columbus, cannot fail of the rates of toll heretofore established. ness is between the 1st of November and to produce lasting advantages to a large por- The New York salt gets as far South as Newark, while the Virginia, though made in The bonds given to the United States, on our own neighborhood, is met at its entrance The increased business of the road involves the importation of railroad iron, prior to 3d into the canal with a rate of toll almost the necessity, not only for additional ma- March, 1843, remain in the state mentioned prohibitive. The State of New York pays chinery, but for many new wells, cisterns in my last report. I do not doubt the deli- a bounty upon all salt made in that State and turnouts—for more yard room and for very of these bonds cancelled; and there is and exported west beyond the State. On additional buildings. These indispensable good hope that the sum paid for duties on salt shipped down the Susquehannah river, improvements are pointed out in the engi- iron imported a few days after 3d March, three cents per bushel, at Beaver, Pa., four will be refunded. The claims of railroad cents per bushel, and at Columbus or Ports-Since your last meeting, the stock of the companies, especially in the southern section mouth, Ohio, five cents per bushel. They company has risen in the market, from 20 of the Union, on government for an extendollars per share to 50, and the road bonds sion of the provisions of the act of June, amount of canal tolls paid in that State upon have risen from 75 cents in the dollar to 1842, are too strong to be resisted. The re-salt delivered at Beaver or Portsmouth, and par. The bank notes of the company were fusal by congress to extend that act would pay back all tolls paid on salt to West Troy in June last, brought to par, and since then amount to positive injustice, for as yet none or Albany. A similar bounty is paid on othhave been, and are now, bankable for every of the iron manufacturers of the United er articles, such as coal, lead, gypsum, empty purpose in all the banks of the city, and they States can furnish, on short notice, heavy casks, &c., amounting to 73 per cent. of tolls. Under this law, \$1,262 25 of this bounty The duty of \$25 per ton, imposed by the was paid last year for salt delivered at Newact of 1842, has brought but little for reve- ark, and none was claimed for the year prebecause it could not be brought through.

If the above opinion be stated correctly, it States, similar to our salt tolls.

An excellent article, from which we derive these facts, is in the Merchant's Magazine for April, on the "Production of Salt in the State of New York."-Portsmouth Tribune.

WELLAND CANAL TOLLS.

The following, from the Kingston Chronicle, is an extract Schedule of tolls proposed to be levied on the Welland St. and Lawrence Canals by the New Board of Works Act:

Vessels, &c.	Welland Canal.	Whole route up or	down.	St. Lawrence Canals.	Kingston to Montreal,	down.	St. Lawrence Canals.	Montreal to Kingston,	-ďn	
On steamboats and vessels, under					1			_		1
50 tona burthan	£0	5		0	7	7	0	17 10	62	1
From 50 to 75 do	0	10	0	0	13	9	1	10	0 6 0 0 0	ı
From 75 to 100 do	0	15	9	1	ō	0	2	12	6	I
From 100 to 150 do	Ü	15 17 0 2 5	0	1	D	V	2	10 10 10	0	ı
From 150 to 200 do	1	0	e e	1	5	ň	9	10	0	l
From 200 to 250 do	1	5	ň	t	5	ň	2	10	o	
Conal boats under 50 tons, for pas-	•		٠	•	٥	•	~			ı
sengers chiefly	0	5	0	0	7	6	0	17	6	
Canal boats, scows, &c., for freight	-	•								
chiefly	0	2	6	0	7	6	0	17	6	
Oa Cargo.					L	_	_			
Flour per barrel	0	0	5	0	0	5	Ü	0	10	
Pork and Beef do	U	U	7 5	U	U	7	0	0	17	
Wheat, Indian Corn, Barley and	0	0	11	0	۸	11	0	0	21	
Rye, per bushel										
There will be a great re	du	Ctic	n	ir	on	ונ	ne	. 1	otai	
amount of the above rates on	th	e c	las	38	of	ba	rg	25	and	ļ
small steamboats which now	pas	33 1	thr	ou	gh	t	ne.	rar	oids	į

of the St. Lawrence, as they will be subject to the tolls on the Lachine Canal only on the downward trip-as follows :

Steamboats and vessels under 50 tons bui-			
then,	£0	5	0
From 50 to 75 do.	0	10	0
From 75 to 100 do,	0	15	0
From 100 to 150 do,	0	17	6
From 150 to 200 do,	1	0	0
From 200 to 250 do.	. 1	0	0
Upwards of 250 do,	1	0	0
Boats under 50 tons for passengers chiefly,	0	5	0
Boats, scows, &c., for freight chiefly,	0	2	6
Flour per barrel,	0		2
Pork and beef do,	0	0	3
Wheat, Indian Corn, Barley and Rye, per		_	
the month and a country maney and any of Por	•		

The reduced rate of insurance on the larger class of vessels and their cargoes, which will necessarily lts friends are confident that it will be good and will last for many years, until the inpass through the Cornwall and Beauharnois as well as the Lachine Canal—downward—and thereby for. We have already stated the Norwich rize the erection of iron railroads. It is avoid all risk from the rapids-will no doubt very nearly counterbalance the advantages possessed by the smaller craft.

Connecticut Valley Railroad.-It will be strange if, among all the plans which have been suggested, there should not soon be a scribed, and in Lancaster and Groton, about railroad from the Atlantic to Montreal .-One route suggested is to extend the Springfield and Northampton road up the Connecticut Valley to the Canada line. The Windstructed through that village. sor, Vt., papers state that efforts are makenterprise.

vertiser.

Memoranda .- On the 31st January, the Lake was first closed by ice off this place; on the 15th February, the ice broke up, and from the 22d vessels might have arrived and departed at any time from this port westwardly; on the 9th March, the S. B. St. Clair, from Cleveland, first boat down, came into this port, thence to Cattaragus; on the 12th, the S. B. United States, first boat out of Buffalo, pushed out through the ice on the Canada shore, and since that date no boat has been able to leave Buffalo until this morning, April 3d, when the Lexington with much difficulty succeeded in crowding through several miles of ice, and reached this place at 4 this afternoon.

It may now be said that navigation is open to Buffalo for steamboats. Sail vessels will be compelled to hold on a few days longer .- Dunkirk Beacon.

We learn from the Keene Sentinel that New Hampshire. The subscription in the town of Keene had reached \$158,000, and \$300,000 of the 600,000 required, the Sentinel affirms, would be secured last week.

The advantages anticipated from it about \$3500 per mile. are, that it will form a shorter communi positive information in regard to it. In very costly, and where there is little toll, Worcester only \$75,000 have been sub. the road will not pay the interest. \$100,000 more. The subscriptions in the latter place, however, as we have already

the estimate of Mr. Paine, for a long time tive safety fuse. - Mining Journal.

Hartford and New Haven Railroad .- the agent, and always largely interested in None was claimed from Beaver, we suppose for the same reason.

The business of this railroad has received a new impulse since its extension from Hart who history, was from fifteen to twenty per ford to Springfield, and its connection with day, including way passengers. It is now seems that the New York regulations not the Western Railroad. The receipts upon 145,000 a year—equal to 464 per day. only encourage their own productions in this way, but go beyond into an exclusive policy, ed to \$16,675, against \$7,340 in March best known, best managed, and longest established stage routes of the whole country. Ploughman.

> Railroad in the Valley of the Connecticut. It appears by the Windsor, Vt., papers that a determined effort is now making to extend the Valley Railroad northerly, as far as White River, in Hartford, Vt., immediately, with a view of stretching northward to the Canada line, and Montreal, at no distant day. Meetings have been lately held at Charlestown, N. H. and Windsor, Vt., and other places, to take the usual preliminary measures to move along with this great and important enterprise.

Plank Roads. A very successful report on Plank Roads has been made by Mr. Whittlesey, agent for the citizens of Ohio, on the utility and feasibility of Plank Roads from an inspection of those already established in Canada. In that territory they have in successful operation a road from Port Stanley to London, 26 miles, which strong expectations are entertained that the has been built one or two years. A road Fitchburg Railroad will be carried through from Hamilton to Port Dover, on Lake Eric, 371 miles of which are in operation. East from Toronto there is a road of 10 miles, planked, which has been 11 years in use. Roads are already graded, and a number are about being made, all leading directly Worcester and Nashua Railroad -This towards our Lakes, the country being genecontemplated road extends from Nashua, rally level. The cost of grading, ditching, through Groton and Lancaster, to Worces. and timber for these plank roads averages

As to durability, it was ascertained that cation from the terminus of the Western the plank, after two years wear with sand, Railroad, and also of the Norwich Railroad had worn only one quarter of an inch; the at Worcester, to the great manufacturing grit sand penetrates the wood and forms a towns on the Merrimac; that nearly all the hard coating; the surface wear is not as interior of New Hampshire will more readily great as the wear by rot. About twenty receive by it their flour, and such other ar. dollars per mile will be required the first ticles as are obtained by the way of the year in repairs. The motion is very easy, Western road; and that manufactured goods and eight miles an hour is a fair average from the Merrimac will more easily find with a light buggy. In heavily timbered their way by it to New York, Albany, &c. countries these roads can be cheaply made, road had concluded to take \$400,000 of the only a temporary and economical substitute stock, which they are authorized to do. We -for the true and permanent method, it is believe such is the case; but we have no not to be denied, is the iron one; but it is

NATIVE SAFETY FUSE. The white fungus found in such large masses in the stringy stated, are on condition that the road is con. bark forrest has lately been used by the miners as a sort of safety fuse: and when cut into slips of one quarter of an inch square, ing in that quarter to carry out this project, and meetings have lately been held in the Eastern Railroad was open, the average Charlestown, N. H., and other places on daily business of the stages, between Port- way. The explosion may be retarded at the route, with a view of promoting the land and Portsmouth, N. H., according to will, by giving additional length to the na-

OHIO COAL TRACK.

Office of the Board of Public Works, Columbus, O., April 12, 1845.

GENTLEMEN :- The Board has received, and had under consideration, a petition signed by many of the most respectable business men and citizens of Cleveland, praying for a reduction of the present Tolls on mineral coal, and on boats used in trans. Board would remark, that, although it may the annual product of iron in the world :porting the same. The principal reasons be true that such additional shipments have urged in said petition, appears to be that coal cannot be brought to Cleveland at sufficiently low rates to compete, in the Lake follow as a matter of course that a still fur. gium, 145,867; Germanie, Customs Union, market, with coal delivered at Erie by the ther reduction will yet more increase the 127,538; Sweden, 72,772; Austrian Mon-Pennsylvania Eric Canal, unless the toll on aggregate of tolls; on the contrary, it is archy, 59,100; Spain, 12,500; Sardinia, the Ohio Canal is reduced, the toll on the easy to perceive that a point may be reach- 12,250; Poland, 9,200; Germany, not in Eric Canal being merely nominal. From ed, below which any further reduction of Customs Union, 7,175; Tuscany, Norway, the best information at hand, it appears tolls would be highly impolitic. that the coal field of the Penn. Erie Canal may be considered as lying between Green- ject, and in view of the known advantages Portugal, 420. ville and Sharon, the former being 62½ miles, which Cleveland possesses over Erie in point and the latter 88½ miles from Erie, giving of location and facility of approach for vesan average distance of 76 miles from Erie sels and steamboats, the Board are inclined iron in the civilized world; the United to coal of good quality. The toll on the to think that a further reduction of the toll States stands next to Great Britain, and Penn. Erie Canal is 13 mills per 1,000 lbs. on coal is not necessary to enable Cleveland France next. The United States produce per mile; on the Ohio Canal it is 3 mills per 1,000 lbs. per mile for the first twenty would therefore respectfully decline making miles, and then one mill per mile; -on both any modification of the rates of toll on coal the canals the toll on boats is 2 cents per at this time. By the Board, mile. By reference to the Collectors returns, it will be found that of the 540,000 bushels of coal received at Cleveland during To Messrs J. BLAIR, EDW. CLARK, & the past year, 510,000 bushels were cleared at Akron, showing that it came from the mines near Tallmadge and Clinton; and the remaining 30,000 bushels came from the iron companies are preparing to enter into ja45 Trenton mines and was cleared at Dover, extensive business in Alleghany county. A short computation will show that the toll The Mount Savage Company is pushing on a cargo of 1,000 bushels coal from Greenville to Erie, a distance of 621 miles, will chinery and taking large contracts for ore be \$9,19, and from Sharon to Erie, 881 with a view of starting another furnace. miles, \$12,85. -On the Ohio Canal the toll The Baxton and New York Canal and Iron on a like cargo of 1,000 bushels from Clin. Company are preparing to expend a million will be found to be \$8,52; showing a diffe. on a large business in the coal and iron in use, preventing their running off the track. It is rence in favor of Clinton over Greenville of trade. The Mineral Mining Company are rence in favor of Clinton over Greenville of trade. The Mineral Mining Company are 67 cents per 1,000 bushels. Now, it is true that all the coal delivered at Cleveland is not shipped at Clinton, yet it is true that seventeen-eighteenths of the receipts of last year were from points paying no more toll more extensive, and are referred to with the control of the safety seventeen about Cumberland are likewise becoming the construction and operation, requiring company are only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journal, New York. year were from points paying no more toll more extensive, and are referred to with than Clinton, and some of them much less. pride. - Alleghanian. If we make the calculation for Trenton, we shall find that the toll on a similar cargo Extract of a letter from S. H. Kneass, Esq., from that point to Cleveland, a distance of 103 miles, is \$14,13. This, it must be admitted, shows a difference of \$1,28 per 1,000 tracted with George M. Totten to make the bushels in favor of Sharon over Trenton: yet the Board are of opinion that this small difference of but little more than a cent for difference of but little more than a cent for tract. They complain that they are placed or circumference to which they wish the Tiere difference of but little more than a cent for every 10 bushels, is more than counterbal-anced by the increased facilities for navigation offered by the Ohio Canal. It is believed that the depth of water afforded by the depth of water afforded by the Penn. Eric Canal, will be no more than After a close application of the soil of the straight Axles, for Outside Connection Engines; the Penn Eric Canal, will be no more than After a close application of their powers to Wro't. Iron Engine and Truck Frames; Railroad Straight Axles, for Outside Connection Engines.

toll on coal, is the belief that a former Indeed, it was impossible for the party to

been the chief inducement to the largely in-creased shipments, perceivable in the reports an abandonment of the work on their part of the canal collectors at the close of 1844, must take place.—Pennsylvanian. which increase in shipments has been so great that, notwithstanding said reduction of tolls, the revenue from that item has been materially increased. In answer to this, the in the United States, give the following as been induced by a former reduction of tolls, as to increase the revenue, yet it does not Russian and Ural Provinces, 119,000; Bel-

Upon a careful consideration of the subwhich Cleveland possesses over Erie in point 2,917,363. to compete with Erie in this trade, and they

J. Blickensderfer, Jr., Acting Com. Eastern Div. Public Works. and others, CLEVELAND.

Business in Pennsylvania. - The coal and her improvements onward, adding new ma-

After a close application of their powers to sufficient to float a cargo of 1,000 bushels coal, while it is well known that boats on the Ohio Canal are in the habit of carrying much heavier cargoes.

Another consideration urged upon the Board in favor of a reduction of the solution of the boat of the work for five manner in which they have been deceived by the misrepresentations of the solution of the those with whom they agreed in the U.S. toll on coal, is the helief that a former Indeed, it was impossible for the party to

reduction, made in the spring of 1844, has proceed, unless a largely increased price

Annual Productions of Iron in the World. Statistical tables published in Prussia and

Great Britain, 1,481,600 tons; United States, 443,100 tons; France, 338,150; 5,371; Saxembourg, 3,000; Parnia, 1,400; Modena and Naples, 750; Switzerland, 700; Portugal, 420. Total number of tons,

Great Britain produces about half of the about half as much as is produced on the continent of Europe. About two-thirds of all the iron trade in the United States is smelted from the ore in Pennsylvania .-Phila. Ledger.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract the vered in the United States.

DAVIS, BROOKS & CO.,

21 Broad st., N. York. above, or to contract therefor, at a fixed price, deli-

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, Reading, Pa. ja45

ia451v

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President
J. WORTHINGTON, Esq., Treasurer. Length of Road, 33 96-100 miles.

JOHN S. DARCY, Esq., President.

J. P. JACKSON, Esq., Secretary.

Leave New York, foot of	DAILY		BUNI	Y.
Courtland street,	A. M.	P. M.	A. M.	P. M.
" Elizabethtown"	9, 11, 12 9, 11 9, 11	2, 3, 4 3-4, 6		
" New Brunswick	9	3, 434		• • • • • •
New Brunswick	6, 7 1-2, 11 1-2 6 3-4, 7, 8 1-4, 12	8 3-4	11 1-2	8 1-2
Elizabethtown Newark	7, 71-2, 81-2, 101-2, 12	3 1-2. 5		9 3-4
For New York.				

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

. "	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			91-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark	91-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown	14 1-2	31 1-4	51-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	1004	12 1-2	21 0 4	20 10	11 3-4	3/1-2
New Brunswick	31 1-2	50	22 1-2	90	10 3-4	50 .	11 3-4	3/1-2	1)	

KITE'S PATENT SAFETY BEAM.

M ESSRS. EDITORS.— As your Journal is devoted to the bene-fit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the parficular plan of the con-struction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

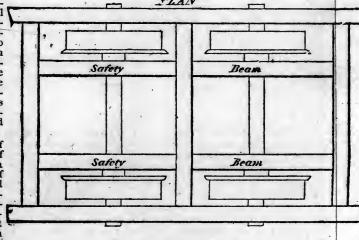
Wimington, Del., Sept. 28, 1840.

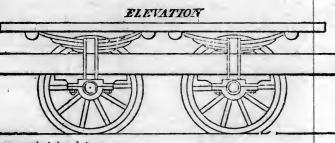
The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

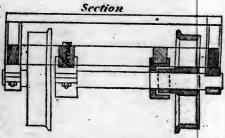
In short, we consider Mr. Kite's invention as complete!

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
JA model of the above improvement is to be seen at the New Jersey railroad and transportation ja45







W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, ca-nals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

S AMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES. -Boston, Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, "
Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Eoat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

they are enabled to execute tool large and enabled to execute tool large and enabled to execute tool large and enables.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange and execute tool large to execute tool. and other occombine wheels, axies, springs & nange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axies of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

of an descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

245 Palerson, N. J., or 60 Wall street, N. York.

PATENT RAILBOAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

All orders directed to the Agent, Troy, N. York, will be punctually attended to,

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I & J. Townsend, Albany, and the principal Iron mer chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* Railroad Companies would do well to forward their orders as early as practicable as the authoristics.

their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to ja45 keep pace with the daily increasing demand. ja45

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Boston	Portland	Eastern,	Daily,	71,	21,	106	\$3 00
"	Portsmouth			71,	21, 41,	54	- 2 00
"	Newburyport		"	71,	21, 41,	35	1 25
"	Salem		"	74, 9, 114,	21, 31, 41, 6,	14	50
Contland	Portland	Boston and Maine,	"	71, 71,	21,	109 109	3 00
Portland Boston	BostonLowell	Boston and Lowell,	"	7, 11,	9 5	26	75
Lowell	Boston.	Boston and Lowen,		71, 11,		26	75
Boston	Concord	Concord.		17, 11,		76	2 00
Concord	Boston.				31,	76	2 00
Boston	Nashua	Nashua and Lowell,		7, 11,		41	
Nashua	Boston.		"	61,	11, 5,	41	
Boston	Worcester		"	7, 9,		44	1 25
Worcester	Boston		"	7, 10,		44	1 25
	"		Sundays,	7,			
Boston	Worcester		36 317 3 0 73 1			***** 4	
Boston	New York via Norwich	" "	Mon., Wed. & Fri.,	*****	4,		
"	" " L. Island railroad " New Haven		Tues., Thur. & Sat.	9,	01		••••
"	Albany	. Western,	Dany,	9,	21	200	6 00
Albany	Boston	" " " " " " " " " " " " " " " " " " "	64	81,	14	200	6 00
Springfield	Boston and Albany			7,			
Boston	New York via New Haven		"		21,		
Charlestown:	West Acton	Fitchburg,		8,			
West Acton	Charlestown		"		5,	• • • • •	
Boston	New York, via Steamboat trains		Tues., Thur. & Sat.,		41,	••••	
"	The state of the s	Boston and Newport,	Mon., Wed. & Fri.,			41	1 :::
	Providence""		Daily,	On arrival of the		41	1 50
Providence	Boston		• • • • • • • • • • • • • • • • • • • •	On arrival of the	mail4	41	1 50
Faunton New Bedford	Boston	" " "		7ŧ	21.		
Boston	Dedham		"	81,		• • • • • •	
Dedham	Boston	"	66	7, 10,	54,		
New York	Greenport	Long Island.	"	71		95	2 25
grooklyn	Hicksville & intermediate places		66	91		26	. 56
"	Greenport " · " ·	"	Tucs., Thur. & Sat.,	91,		95	2 25
	Hicksville, (Saturd'y to Suffolk)	"	Daily,		4	26	56
Greenport	Brooklyn, (Boston train)				1,	95	2 25
	" (accommodation do.).	, "	Mon., Wed. & Fri.,			95	2 25
licksville	to intermediate praces.	******	Daily,	7,		26	56
New York	Albany & Boston via N. Haven		"	$\begin{bmatrix} 6_1 \\ 2 \end{bmatrix}$	·	53	5 00
Mildletown	Middletown	New York and Erie,	"	8, 3,	31	53	
Philadelphia	Pottsville	Reading,	"	9,	ο ₂ ,	94	3 50
Pottsville	Philadelphia	"		9		94	3 50
New York	Newark	N. J. railroad and trans. co.,			2. 3. 41. 6. 71.	91	25
Newark	New York	[9 A. M. and 3 P. M., con-	"	71. 81. 9. 11:	14. 4. 51. 7. 91.	91	25
	"	nect with Morris Railroad.	Sundays,	9,	41,	91	25
New York	Newark	[9 A. M. and 4 P. M., trains,		1113	91	9‡	25
"	Elizabethtown	connect with Somerville Rail-		9, 11,	2, 31, 41, 6,	141	. 314
Elizabethtown	New York	road.]	;;	7, 71, 81, 101, 12,	31, 5,	14½ 19‡	31
New York Rahway	Rahway New York	N. J. railroad and trans. co.,		9, 11, 6‡, 7, 8‡, 12,	3, 41, 6,	191	31
New York	New Brunswick.	11 11	"	9	3, 41,	311	50
Yew Brunswick	New York.			6, 71, 111,	84	311	50
(i	66	66 66	Sundays,	111,	81	31 -	50
New York	New Brunswick	66	"	9,	41	311	50
Philadelphia	New York	Camden and Amboy,	Daily,	7,		91	3 00
New York	Philadelphia		"	51,		91	3 00
hiladelphia	Bristol.	Philadelphia and Trenton,	"	9,		30	- 75
ristol	Philadelphia	Dilla Will and Dalifman	"		4,	30 93	75
hiladelphia	Baltimore	Philad. Wil. and Baltimore,	**	8,	4,	93	
Caltimore	Washington	Baltimore and Washington,	"	9,		41	2 50
Vashington	Baltimore	Baltimore and washington,		9,		41	2 50
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",	Frederick " "	Battimore and Onio,	"	12,	4		
umberland	Baltimore		"	8	,		
Iancock	. 66	"		101,			
Iartinsburg	"	46 4 66	" .,	111,			• • • • •
larper's Ferry.	"	"	"		12½,	••••	
rederick	"	"	"		2,		
111	44	4 4 4	Sundays,		4.	••••	
llicott's Mills.		Dishwand and Datasshung	Daily,	$7\frac{1}{2}$, 12,		••••	••••
ichmond	Petersburg	Richmond and Petersburg,	"	101,		••••	
etersburg	Richmond	Mohawk and Hudson,	"		51,		
lbanyhenectady	Albany	Wonawk and Hudson,	"	9,	31		
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roy.	Saratoga	Troy and Saratoga,	66	*,			
aratoga	Troy	"		71,			
uburn	Rochester	Auburn and Rochester,	"	81,			
ochester	Auburn	" "	"	8,			
	Buffalo	Rochester and Buffalo,	"		3,		Į
	Rochester	"	"				
44	Falls	Buffalo and Falls,	"	9,			
alls.		Buffalo and Falls, "" Albany and Buffalo	"	81,	11		

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 19.1 THURSDAY, MAY 8, 1845. [WHOLE No. 462, Vol. XVIII.

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FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

70 THOSE INTERESTED IN ARRESTER, recently patented by

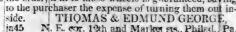
Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an-noyance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any here ofore onered to the paone. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chinney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chinney

Mar. 20, Im. 4 South Front St., Philadelphia. Juniata rods; car axles, made of double refined fron; sheet and boiler iron, cut to pattern; tiers for loco-sheet and boiler iron, cut to pattern; tiers for loco-sheet and carriage wheels, motive engines, and other railroad carriage wheels, in manufacturing Spring Steel from 1½ to 5 inches the latter a very superior article. The tires are in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of, sed to then, or to us, will be promptly executed. The establishment being large, can execute orders with great promptitude, at reasonable prices and the understanding the promptive executed. When the exact diameter of the which is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of tuning them out inside.

JOAN F. WINSLOW, Agen', 15a3 Albany Iron and Nail Works, Troy, N. Y. 15a45 N. F. cor. 12th and Market sts., Philad. Pa.







AILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand A. & G. RALSTON Mar. 20tf 4 South Front St., Philadelphia.
THE NEWCASTLE MANUFACTURING

THE NEW CASTLE MAN OF ACTUMING
Company continue to furnish at the Works,
situated in the town of Newcastle, Del., Locomotive
and other steam engines, Jack screws, Wrought iron
work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of
any pattern and size with Ayles fitted also with any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H.

Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS

tet. The Subscriber having made importat improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc.

respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in Tenson Manufacture as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anarctic coal, and holding an assignment of the patent to obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., ja45

No. 4 Sout Fronth st., Philadelphia, Pa.

TORAILROAD COMPANIES and BUILD TERSON MANUFACTURERS. THE SUB
table of the subscriber having made importat in process of smelting Iron Ore with Anarctic coal, and holding an assignment of the patent to obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture tent obtained by the late Rev. F. W. Geissenhainer, and others in
terested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to capable of sustaining pressure from 40 per square inch, with Biop Cocks, other fixtures to suit, fitting together, joints, suitable for SFEAM, WATER, LOCOMOTIVE and other STEAM BO



nufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Wajnut Streets PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL

Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Rozbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

Pattern shop, 35x32 feet with lathes work bench

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451 feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

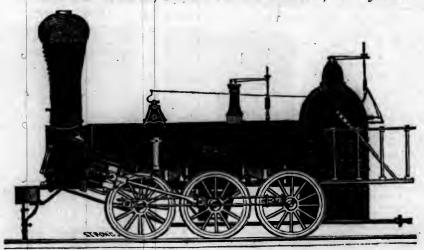
Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

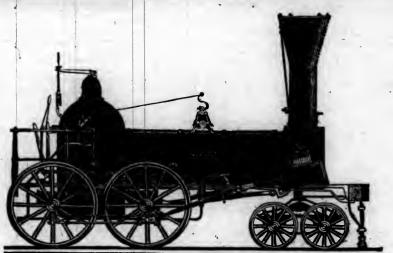
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Filladelphia.

WORKS NORRIS' LOCOMOTIVE BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 44 14 66 3, 46 66 44 \times 20 £ 6 141 . 66 121 66 4, 66 \times 20 \times 20 66 111 66 23 66 46 5, 66 66 46 66 \times 18 6, 104

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

CHESAPEAKE AND OHIO CANAL.

There has recently been a general meetamendment to its charter, and the law recently passed by the Legislature of Maryposes." Both were unanimously acceptedtherefore we now hope to see the canal ing upon the shoulders of the people of Maryland. Open wide the avenues between the treasures of the mountains and tide-wacapital invested, and ample supplies of bituminous coal, and iron of the best quality, produced by our own labor, and from our own materials.

communication of the President, James M. Coale, Esq., to the stockholders, by way of refreshing the memory of those of our rea- For construction, ders who may have forgotten its dimensions and estimated capacity :---

" It may be proper, in this connection, to give a brief description of the Chesapeake and Ohio canal, its dimensions, present cost, capacity, and the sources of its expected trade, in order that the strength of the security upon which the bonds are to be based, may be justly appreciated. .

the entire line 1341 miles, extending from scribe its results.

ing of the stockholders of this company, for canal is six feet throughout, but its trans-the purpose of accepting or rejecting the verse sections vary. From Georgetown to Harper's Ferry, a distance of sixty miles, it is 60 feet wide at the top, and forty-two feet tested by actual experience. at the bottom. From Harper's Ferry to land, "to provide for the completion of the Dam No. 5, (47 miles,) the top width is 50

\$402,913 94 For the acquisition of lands, For the engineer department,

Total,

\$9,775,702 54 CAPACITY.

fore, for the usual discrepancy between theo-The depth of the Chesapeake and Ohio retical calculations and practical results, it is

SOURCES OF TRADE AND REVENUE.

The canal, running nearly parallel with canal to Cumberland, and for other pur- ft. and bottom width 32 ft. From Dam No. 5 the river through its entire length, necesto Cumberland, $(77\frac{1}{2})$ miles, the top width is sarily passes through the centre of the fer-50 ft. and bottom width 32 ft. The basin of the canal at Cumberland is 609 feet above whose agricultural and manufacturing prospeedily completed to the coal regions, that the level of tide-water at Georgetown. This ductions will, in a great measure, be borne it may be used to some purpose, and thus aid ascent is overcome by one tide and seventy- upon it to market. Along its line may be in removing the load which it has been five lift locks, averaging about eight feet created "a water-power surpassed in exlargely, if not mainly, instrumental in fasten. lift. The locks, so far as the work has been tent only by that which England and the finished, are constructed in the most durable United States enjoy in common, near the manner, of solid masonry, and each has a western extreme of the Erie canal, in the chamber of 100 feet long, and 15 feet wide Falls of the Niagara." When it is finished in the clear. They are constructed with a to Cumberland, it will be put in direct comter, and we shall soon see vast amounts of view to a double lockage, whenever the ex- mumication with the trade of the west, and igencies of the company may require it; but, will afford the most eligible and cheapest as we shall presently show, the capacity of route to the seaboard, from the vast and pothe canal, with single locks, as at present, pulous regions beyond the Allegheny mounis fully equal to the accommodation of a tains. With a portage, by wagons, of only trade sufficient to gratify the most extrava- 73 miles on the great national Macadamized We make the following extracts in rela-gant desires of its supporters. The sheer road, between Cumberland and Brownsville, tion to the character of the work from the cost of the canal up to this time is as fol- on the Monongahela, to which steamboats of the largest class now come, the facilities of water communication for freight of every de-358,951 04 scription will be afforded to the States bor-9,013,837 56 dering on the Ohio river, and those of the far west who may navigate its waters in conveying their productions to the cities of the Atlantic, or receiving from thence their When the canal shall be finished and filled supplies. From the county of Alleghany to its capacity, boats carrying 100 tons also a considerable amount of tonnage will of tonage may navigate its entire length with be supplied in iron, fire-bricks, cement, lumease. In consequence of the mildness of ber, etc.; but by far the most important the latitude in which it is located, it has here source of trade relied on, and to grasp which tofore seldom been closed by ice for more has been the primary and controlling motive than six weeks in the year, which generally in prosecuting the work to its present destihappens in January and February; and, in nation, is the boundless and inappreciable The Chesapeake and Ohio Canal, with this respect, it consequently possesses great coal fields of that country. Within a range can the terminus at present contemplated, exadvantages over the northern canals, whose of from six to twelve miles from the basin tends from Georgetown, in the District of navigation is usually suspended for four or of the canal at Cumberland the deposites of Columbia, to the town of Cumberland, in Al-five months annually. It is scarcely neces-bituminous coal of a superior quality are nuleghany county, Maryland, a distance of sary to go into an estimate of the annual merous, and, morally speaking, inexhausti-1841 miles. About 5 miles of the canal is amount of tonnage that might be transported ble. Those that have been already opened within the District; the entire residue of the on a work of this description; but, as the consist of horizontal strata, slightly clevated, line is within the State of Maryland. Of calculation is before us, we will here tran and declining towards the valleys, so as to be situated in the best possible manner for Georgetown to Dam No. 6, are finished and navigable, and the trade thereon is steadily this company made two estimates, founded man, the quantity of coal in that region that increasing. Thirty-one and seven-tenths of upon data furnished by the experience of 14 is thus situated "is so abundant that it will the work of the remaining fifty miles have years on the Erie canal, in New York. not be exhausted for centuries. It will be already been executed, at a cost of \$2,892,- The one was based on the greatest month's the province of a distant posterity to drain 000, and there only remains eighteen and work, and the other on the number of boats the lower beds by tunnelling, or by the unthree-tenths miles of the work to be done to which, in the opinion of several of the officers limited and untiring energy of the steam complete the canal and open a thorough na. of that canal, could conveniently be passed engine." But the boundless extent of the vigation from the tide-water of the Potomac each day: Assuming the capacity of boats Alleghany coal fields, as well as the superior to Cumberland. The amount required to on the Chesapeake and Ohio canal at only quality of the Cumberland coal, are matters finish these eighteen and three-tenth miles, 30 tons, according to the first calculation, so well established now as to render a parade according to a detailed estimate made by the the amount of tonnage capable of being of authorities on the subject in this place chief engineer, in 1842, was \$1,545,000. transported on it during a navigable year superfluous. Such as may desire to pursue That estimate was made in reference to the was shown to be, in both directions, with the inquiry will find a mass of testimony cost of the work which had been done, at a single locks, as at present, 3,264,000 tons, collected together in the appendix to our time when provisions were high and labor and with double locks, 5,440,000 tons; and, special report of the 16th of November, scarce. Now, however, provisions are low on the second basis, the amount presented 1843, and new illustrations of its value will and labor is abundant, and these advantages was, with single locks, 6,000,000 of tons, be seen by reference to the voluminous and must necessarily enure to the benefit of the company. With a large allowance, there- "on American coals applicable to steam na-

vigation and other purposes," made to the scientific experiments, it will be found that if a full and regular supply were furnished "in the order of evaporative power under to, and at all times kept on hand in the marequal weights," "of evaporative power un- kets of the country. We have before us, der equal bulks," which is deemed of the however, abundant evidence to show that highest importance for the purposes of steam the most energetic efforts will be made to navigation, and of the "evoporative power keep pace with the demand, to whatever the editor, who offers to advertise "gratis," coal takes rank as number one in a list of proper facilities of conveyance are afforded. thirty-seven different varieties of coal, ob-tained from various regions in the United prize appear to have manifested themselves States and Great Britain, including the New- in the Cumberland region. Within the castle, Sidney, Pictou, Liverpool, and Scotch range of which we have before spoken, nucoals.

ding to the report alluded to) it possesses vate partnership, and individuals, all of on the one hand, a flame abundantly suffi-cient to give cheerfulness to the aspect of a tions. The railroad which is to connect the parlor fire, and on the other, a durability mines with the basin of the canal at Cum-approximating that of some of the lighter berland has already been completed; ananthracites; and, as a furnace coal for the other is under contract, and two more in manufacture of iron, it will be found among contemplation, which will be finished next the best of the bituminous class, since, year. These roads, the longest of which either with or without previous coking, it will not exceed ten miles, will bring the may be very advantageously employed in products of the various mines to the basin the blast furnace.

progress of manufacture at the different pe- face to market. According to the present riods at which these experiments were made, tariff, the toll on the transportation of coal They can, however, be all reduced to the from Cumberland to Georgetown is one dolsame size, by a comparison with a common lar per ton. It will be perceived that in the standard sample of coal, which was used on foregoing enumeration we have mainly contwo sizes of chain. Thus Atkinson and fined ourselves to a consideration of the delinks of a chain one and three-eighth inches will of course consist of those ordinary supin diameter, and eight links of another chain plies which pass from the seaboard to the one and fifteen-sixteenth inches in diame- interior. ter, by the use, in each case, of sixty lbs. of coal. Midlothian (new shaft) coal of the canal, and indicated some of the most equal quantity was found adequate to the prominent sources of its expected trade. making of fourteen links of one and three- Having done this, we think we have given eighth inch chain; and three Virginia coals good reasons for the assertion made in an (viz. Crouch & Snead's, Creek Company's, early part of this communication, that the and Chesterfield Mining Company's,) have bonds that are to be issued under the recent ing a mean evaporating power almost iden-law, being preferred and absolute liens upon tical with the Midlothian 'new shaft,' put in the entire revenues of the Company, will be nine links of one and three-eighth inch chain.'

The following table will exhibit "the re-day. lative heating powers of the Cumberland and foreign coals, as tested in making chaincable, compared with their evaporative powers :"

produced by Deduced No. of links of 13 inches in diameter by 60 lbs. Pounds of strain, at 212°, produced by 11b. of coal.
Size of links, diameter in inches. of links made by lbs. of conf. Designation of Coals. No. Cumberland, Atkinson & Templeman. 10.699 18 18 Maryland & New York Mining Company, 10.259 20 Foreign, Scotch, 6.946 10 10 Pictou, Do. 8.412 11 11 Do. Liverpool, 7.842 13 13 Newcastle; 8.656

Navy Department, in June, 1844, and re. that might be enumerated, it is scarcely pos- unable to pay for it, we will publish their arcently published under an order of the U.S. sible, without incurring a charge of extra-rangements, terms, etc., gratis, for the infor-Senate. In this last mentioned document, vagance, to estimate the amount of Cumber-mation of our readers, who every day make which contains the results of a long series of land coal that would be annually consumed, inquiries of us in relation to their lines. of combustible matter," the Cumberland magnitude it may increase, as soon as the but are inclined to believe that he is driven merous mines have already been opened by "As a fuel for domestic purposes (accor-incorporated companies of large capital, priof the canal at Cumberland, and from thence will also pay postage on the advertisements "Three different sizes of chain were in they will be transported on its smooth sur-Templeman's (Cumberland coal) made 18 scending trade of the canal. The ascending Messrs. Davenport & Bridges. It reads

We have thus presented a brief outline of one of the best and safest investments of the

LEHIGH CANAL AND LEHIGH AND SUSQUE-HANNA RAILROAD TRANSPORTATION.

We have been informed that much difficulty has arisen for want of a connection between the transportation lines upon the frame of a railroad carriage with side truss Lehigh canal and those upon the Lehigh and frames united with diagonal braces, as this Susquehanna railroa t. And that goods destined for Mauch Chunk from Wilkesbarre king these frames of iron, or other metal; must be accompanied by an agent to insure but what I do claim as my invention, is matheir delivery at this place, otherwise they king the trusses of the truck frame that are are left at White Haven without being for-warded. This line is becoming of much twisted diagonal plates, of arch plates, and importance, much of the produce used here tie bars, so arranged and bolted together as and in the vicinity, being brought from the to embrace and secure the pedestals as devalley of the Susquehanna. If we have scribed, by which arrangement I obtain the been correctly informed the present arrangement cannot be too severely condemned; if weight, and employ the pedestals for the our informant is mistaken we hope those in double purpose of holding the boxes of the terested will correct us. If the transporta- wheel axles, and connecting the tie bars of tion companies think an advertisement in the trusses."

Possessing these advantages, and others the Gazette is unnecessary, or that they are

We find the above in the Carbon County Gazette. It shows how little some people understand their true interest, and the ralue of advertising. We admire the liberality of to this course, in self-defence, to avoid being himself made what is sometimes called a "standing advertisement." It reminds us of the modest and reasonable requests, not unfrequently made of us, to furnish a written description, giving the length, grades, curves, cost, etc., etc., of all the railroads in the United States-or that we will furnish the inquirer with a single number of the Journal containing all this information for six cents! and it has occurred that we have received such a request from an entire stranger, by mail, when the letter was charged with postage!! Perhaps the editor of the Gazette rather than not oblige them!

IMPROVED TRUCK FRAME FOR RAILROAD CARS.

We find in the Journal of the Franklin Institute, for April, the following specification in relation to the Iron Truck Frame of thus, viz :-

The connections between the pedestals of this truck frame, instead of being made by means of solid pieces of timber extending from one pedestal to another on each side, are, by means of two tie plates of iron bolted. together through the pedestals, one being above and the other below; above the upper tie plate, and extending from one pedestal to the other, there is an arch plate connected with the pedestals by the same bolts that secure the tie plates. The two truss frames are connected together by means of diagonal iron plates bolted to the pedestals, and so twisted and connected in the middle as to form the opening for the king-bolt that secures the truck and car together.

Claim-" I do not claim making the truck has been known before, nor do I claim maMAGNETIC TELEGRAPH ACROSS THE ATLANTIC.

we cannot speak from actual knowledge, needful to be known in these parts." and should be glad of information on the subject. The plan suggested for establish if he did not print a sheet every other week ed, and as large as a pipe stem, from Nova Great Britain." Scotia to the coast of Ireland. This, as is thought, may be accomplished by winding the wire upon reels, and arranging it on board a steamer so as to be reeled off as fast as the boat goes, and dropped the whole width of the Atlantic. The writer says:

"Its gravity would sink it to the depth where water was so dense as to be of equal telegraphic communication with Europegravity, and of course beyond the reach of a difficult question, truly, to answer-not any kind of collision. Beginning and ending upon a bold shore, beyond the reach of anchors, it would be out of harm's way, and exposed to but two kinds of accidents, viz: from separation by its own weight, and the loss of the coating with which the metal must be protected. The steamer Gt. Britain would carry more wire of this size than would extend to Europe, and its cost I think would be less than a million of dollars."

Surprising as it may seem, when its results are considered, this is not a chimerical idea. It may be realized at no distant day And then we shall receive news from Eu rope in a breath of time, and as fresh as the lightning's flash. We may stop our press to announce an event which occurred but a few seconds before on the other side of the water. Nor will this be much more marvellous than the changes which have been wrought by the aid of science, within the past century, as well in the transmission of intelligence from the other continent, as in the facilities for spreading it through the cities and villages of our own country. Now we are impatient if the steamer is delayed beyond twelve or thirteen days on the voy. age from Liverpool; and in four and twenty hours after her arrival the intelligence she brings has become old news in every village within a hundred miles of Boston.

A little more than a hundred years ago, the Boston News Letter, the first newspaper published in Boston, was printed on a half sheet of pot paper, once a week. In August, 1719, the publisher of the News Letter gave process of constructing has been simplified the following notice:

"The undertaker of this News Letter in January last gave information that after

A writer in the New York Tribune sug- printed every other week a whole sheet; gests a plan for bringing Old England with- whereby that which seemed old in the forin speaking distance of us, by means of mer half sheet, becomes new now by the whether it is the invention of some other five months; so that by the sheet we have individual; our impression is, that a scienti- retrieved about eight months since January ence of thin cream." fic gentleman of this city, not Prof. Morse, last, and any one that has the News Letter

Afterwards the publisher gave notice that

"Thirteen months behind with the foreign news!" What would the news mongers of 1845 say to such a catastrophe?

We copy the above article from the Tra veller. We have more than once been ask ed how long it will be before there will be a more difficult enterprize, however, than many which have been accomplished within the past half century.

> For the Railroad Journal. TELEGRAPHS.

The recent improvements in the construction of Telescopes will render more perfect the system of visual telegraphs, and may lessen perhaps materially the superiority of the magnetic telegraph. The improvements to which we particularly allude are those made by the Earl of Rosse, as described in the North British Review, and other scientific journals. The article in the Review contains a very full account of the labors of the Earl, in his efforts to improve the reflecting telescope, and by which it appears obtained at a comparatively small expense.

His improvements consist principally in the two systems. the composition of the speculum metal, the mode of casting, of giving the exact parabolic forms, and of polishing.

A speculum of three feet diameter is found to possess a greater magnifying power than of six feet diameter has just been completed, and cheapened, it is only necessary to state that in casting sixteen plates for three feet public occurrences of Europe, to made up chinery moved by steam power, (a small en. munication.

which deficiency, and to render the news gine of two horse power,) with a precision newer and more acceptable, he has since unattainable by hand. The speculum of six feet diameter, just completed, was "polished in six hours," and with "the same facility Morse's telegraph. By the way, as often as sheet, which is easy to be seen by any one as a smaller speculum;" and, what is altowe see those words, Morse's telegraph, we who will be at the pains to trace back for gether new, the polishing was effected by ask ourselves whether the magnetic tele- mer years, and even this time twelve months "placing the speculum in a cistern of water, graph, which is justly exciting so much adwe were then thirteen months behind with and using for the polishing material simply miration, really is Morse's telegraph, or the foreign news, and now we are less than "the peroxide of iron, at about the consist--we were then thirteen months behind with and using for the polishing material, simply

The great cost of reflecting telescopes of is entitled to the credit of first developing to January next (life permitted) will be ac- a high magnifying form has heretofore conthat wonderful power of magnetism; but commodated with all the news from Europe sisted in the great expense and difficulty of forming the speculum, and as this appears now to be overcome, it is reasonable to infer ing telegraphic communication across the during the winter, he would make it up in that a very great improvement may result Atlantic is, to run a copper wire, well cover the spring, "when ships do arrive from in the system of visual telescopes. The magnifying power of Herschel's great telescope has been estimated at 6,000. The three feet speculums of Rosse have an equal or greater power. With telescopes like these, the telegraphic stations may be so far removed from each other as to lessen very materially the expense of conveying intelligence; and if combined with the Drummond light, which is not costly to produce, the telegraphic signs may be read distinctly by night as well as by day, and at all times when the atmosphere is not obscured by fogs, rain or snow.

While the Earl of Rosse has been thus successful in improving the reflecting telescope, it appears by recent accounts that another gentleman, M. Jaunitz, in France, has been nearly equally successful in improving the achromatic, or refracting telescope having been able to form lenses of much larger dimensions than any heretofore constructed.

From the preceding, it will be perceived that the system of visual telegraphs will, in all probability, he very greatly improved, and that shortty, and that any comparison instituted between it and the magnetic telethat an immense magnifying power may be graph, in the present state of the former, would not show the actual relative merits of.

In concluding our remarks upon this subject, we will state, that a method for the quick transmission of intelligence has been proposed, differing entirely from the two modes above referred to. This latter mode the four feet speculum of Herschel. One consists in placing the intelligence or article to be conveyed in a hollow cylinder, which and others are in progress, of 8 and 10 feet is impelled with great velocity through a diameter! To show to what degree the tube of a suitable size, by atmospheric pressure, upon the same principle that motion is effected upon the atmospheric railway. This last mode has merits which seem not to be as yet fully appreciated, and should be fairly fourteen years' experience, it was impossible speculums "not one was defective." The tested before any measures are taken to eswith half a sheet a week to carry on all the grinding and polishing is all done by ma- tablish a general system of telegraphic com-

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London and Greenwich		759,383	3 233.30	0[1.040.930	15.193	28,933		nihil.			ngar and			
London and South Western		2,222,10	0 630,10	0 2,596,291	68,45	150,469	1 12 6	6 10 (astle and			700,0
Manchester and Birmingham		2,100,00	0 690,58	6 1,923,699	15,397	58,162	1 0 6	5 0 0	40 48		nond &			
Manchester and Bolton	10	778,100	0 197,73	0 773,743	8,585	21,140		4 10 (sh Centr			700,0
Manchester and Leeds and Hull		2,937,500	01,943,93	2 3,921,593	40,000			11. & 101			eld and			650,0
Midland railway				0 6,279,050 $3 1,135,069$			4 00	4 0 6	100 96		sbury a	Dudly	& B	400,0 900,0
Newcastle and Darlington		500,000					1 00	nihil.			Valley			900,0
Newcastle and North Shields		150,000		6 309,629				2 0 0	50 37		London			64,0
North Union		739,201		6 1,015,447		37.794	2 10 0	6 16 8	100 104	West	Yorkshi	re	1	,000,0
Paris and Orleans	82 1	,600,000	0 400,00	0 1,978,415			0 16 0	8 0 0	20 39	White	ehaven a			100,0
Paris and Rouen	84 1	,440,000		:	31,24	7[91,171]		8 0 0			RENCH R			=00.0
Preston and Wyre	19			2 355,161		7,066		nihil.			gne and			
Sheffield and Manchester				9 951,453				nihil.			al of Fr			
South Eastern	88 2		0 154,78	7 3,464,172 5 590,006				6 5			ns, Tour			
Ulster	25	519,150					0 15 0		29 37	Paris	and Lve	ons	9	2.500.0
Yarmouth and Norwich	201	187,500	62,50	0 230,250)			nihil.	16 25	Paris	and Orl	eans	1	1,600,0
York and N. Mid. and Leeds and Selby		,062,500	167,50	0 676,644	27,13	2 55,752	2 10 0	10 0 0	50 100	Paris	and Ro	uen	l	,400,0
Steam and Mi		~~~	~~~	~~~	~~~	~~~	~~~	~~~	Num. of		lAmount			
NAME OF COMPANY Num. of Al		mount 1		Last Pres	ent/	NAME O	F COMPAN	NY.	shares.	share		per ann.		
Blidics. 8	hare.						gh			1421	1421	70	1140	
Anglo Mexican Mint 10,000	0 -			157			eire		2,409		100	10	160	160
Anti Dry Rot		181		2	··· Mel	ton Mov	vbray	• • • • • •	250		100		117	117
Australian Trust Company 5,700 10		35		34½ 27½ 27	Ma	rsey and	Irwell	• • • • • •	500 3,000	100	100	10	15	15
Heneral hteam Navigation 20,000 1		14		25					247		100	2½ 17	15 365	15 365
Metropolitan Wood Pav. 15,000		6	5	61					1,786		100	30	505	000
atent Elastic Pav 10,000	1	1	5	11			ncon		21,418	334	334	21	25	25
Peninsular and Oriental 11,493	60	50	7 (641 65	Shr	opshire			500	125	125	6	120	120
Ditto		40			Son	ierset co	al		800	150	150	71	123	123
Polytechnic Institution			6				Worcest		700		140	25	480	480
teversionary Int. Soc 5,3 % 10	ון טע	100	-	04 104 361 37					500		125	12	230	230
L. Mail Steam Packet 15,000 10		60		361 37					300	145 150	145 150	14	360	360
outh Western Steam 4,000 2 hip Owners' Towing 3,000		71	10	15						100	100	15	240	240
hames Tunnel		50			Sev	ern & V	Vhy & Ra	il Av	3,762		261	51	30	30
Iniversity College 1,500 10							Aersey		2,600		50	65	495	
Cana					Th	ames and	d Medway	·	8,149	19‡	194		10	10
shby de la Zouch 1,432,11		lav.	4	70 , 70			nd Birmin		_,000		100	101	167	
arnsley	0 1	00	14 18	80 180	S Wa	rwick a	nd Naptor	n		100	100	1 81	1122	1
		79	10 15	50 160	3				Water			. 94	1 00	1 00
irmingham, 1-16 share 3,000 11		00		131	SBiri	minghan	n	• • • • • • •	4,800 4,433		100	8	28	28 225
Girmingham, 1-16 share 3,000 11 30. and Liverpool Junction 4,000 16	U	00		65 365 50 250			tion		5,500		41 2-3		88	90
irmingham, 1-16 share 3,000 11 bo, and LiverpoolJunction 4,000 16 coventry 500 10	3- 1	do.		50 250 05 105			L. B. An		1,500		11 20	21	100	1.50
Sirmingham, 1-16 share 3,000 11	do.	do.		10 440			and Salfor		6,486		30	8	57	57
Sirmingham, 1-16 share 3,000 11	do.	do	J- 17				. S. Londo		1,000		100	5	55	55
Sirmingham, 1-16 share 3,000 11	do. do.	do.	4 4	40 (444)					8,294		631	6	126	127
Sirmingham, 1-16 share 3,000 11	do. dô. 01	401	7 16	10 440 161 1	5We	st Midd.	lesex					- 8	1120	
Sirmingham, 1-16 share 3,000 11	do. dô. 0 <u>1</u> 0 1	401 00	7 16	52 161 <u>1</u> 20	} <u>We</u>	st Midd.	lesex			ks.			1120	
Sirmingham, 1-16 share 3,000 11	do. dô. 01 0 1 do,	40½ 00 do.	7 16	52 161 <u>1</u> 20 8 8	··{Con	nmercial	Dock			ks.	100	3	03	T
3,000 11 1.00 1	do. dô. 01 do. do.	401 00 do. do. 50	7 16 9	52 161 <u>1</u> 20 8 8 85 185	Con	nmercial t and W	Dock		1,065	100 sto.		3 51	137	
Sirmingham, 1-16 share 3,000 11	do. dô. 01 0 do. do. 0	401 00 do. do. 50 471	7 16 8 18 3 4	52 161½ 20 8 8 85 185 40 40	Con East Lon	nmercial t and W	Dock est India		1,065 3,238,310	to.		3 51 41	137 114‡	115
Sirmingham, 1-16 share 3,000 11	do. do. 01 do. do. do. 0 171 do. 1	401 00 do. do. 50	7 16 8 18 3 4	52 161½ 20 8 8 85 185 40 40 40 640	Con Eas Lon St. I	nmercial t and W don	Dock		1,065 3,238,310	to. sto. sto.		3 51	137	115

AME		N STATE								1	
STATE WORKS.	Length in mile	Cost.	Income.		Income.	44. Expend.	The	State Co	anals are all 4 f vide, and 80 to 9	eet deep, and 90 feet in leng	the locks
I. Y. 1 Black river canal		1,524,967					The	six ir	nillions paid	to the canal	fund fi
" 2 Cayuga and Seneca	64	237,000 1,251,604		10,953	116,739				salt duties a		
" 4 Chemung	23	684,600		14,486			Black	river	canals requir	re large sur	ns for th
" 5 Chenango	. 97	2,420,000	16,195	15,967	22,179	15,960	compl	etion, t	the interest of	which add	ilional s
" 6 Crooked lake	8	156,777	461	3,674	1,498				ater than the		
" 7 Erie—enlargement of	120	12,648,852 3,739,000	1,000,310						als when fia inplete these t		
" 9 52 miles opened, cost \$1,500,000			12,292	13,819	19,641	15,557	000 ar	id \$60	0,000, makin	g their total	cost w
" 10 Oneida lake	6	50,000	225	2,239	621	1,636	finishe	d \$5,5	53,000 and \$5	2,409,000; a	n exper
" 11 Oswego	38 25	565,437		22,742	56,165	28,599	ture ir	curre	d on estimate	d incomes (a	admitted
" 13 Delaware canal	60				7,381	22,870			of \$39,000 and		
" 14 French creek	45				100,0			for 19	receipts from 43 were \$1,0	the works o	1844 ¢
" 15 Seneca river towing path		69,276			381		164 39		the cost abou		
" 16 Columbia railroad	82				170 701	205,067					ws:
18 Juniata canal	93		****		173,701	138,915	Canal	tolls,	ots for 1844 w ls, er, - 85.922 is from		578, 252,
" 19 Portage railroad	130				351,102	248,943	Motiv	ad tot	is, -		319.
" 20 Western division canal	105						Truck	s. powe	,		13.
" 21 North branch Susquehannah canal " 22 West " " "					101,949	57,633	of whi	dh \$58	85,922 is from	118 miles o	of railro
hio 23 Hocking canal	72 5	975,130			5.286	4.139	and St	78,40	1 from 550 m	iles of canal	
" 24 Miami canal	85	1,660,742		38,826	77,844	99 341	Ine	canai	s of Onio ar	e supported	ov a I
25 Miami extension		2,856,636	8,291		12,723	14,741	perty t	ax of	51 mills on the s	ne dollar.	There
26 Miami northern division	35	322,000	09 100		unfin d.	15 030	1843 4	171 69	23 and in 18	244 \$515 391	I the c
28 Ohio	334	1,627,318	23,167, 322,754		343 711	110000	1st lar	443 1	Wing \$15577	233 The	increas
⁴ 29 Wabash	91	3,028,340	35,922	6,400	48,589	12,817	444 OV	r 431	IS ONLY 2545. 4	AU. though t	ne vear
30 Walhonding	25	607,269	838	39,005	1,977	1,238	has ex	hibited	l a greater in ever before	krown	ugnout
d. 32 Sundry works	31	255,015		1,782					millions on s		s vield
33 Maume canal		11,000,000					incom	e what	lever.	andly work	y actu
II. 34 Sundry works		110 000 0001					The	centra	al railroad vi	elds above	6 per ce
ich 35 Central railroad	110	1,842,308	149,987	75,960	211,170	89,420	and is	the on	ly State wor	k—the Erie	canal
36 Southern railroad	68	936,295	24,064	7,907	60,341	70,000	ceptca	-wnic	ch is able to s	stand alone.	~~
CANALS.	Length in	Cost.	1843. Income	, pe	r Inc	S44. ome.	per	Value	. i	REMARKS.	
Blackstone	miles.		Gross. N	ett. cen	II. Gross.			stock.			
Bald Eagle Navigation.	25	400.000									
Beaver and Sandy, (part)		1.000,000							We may, 1	perhaps, at s	ome fut
Charleston, (S. C.)		2,000,000							time be enab	led to give the	ne paru
Chesapeake and Ohio	184										1.
Conestota	19 "	300,000	47,637			• • • • • • •			The Chesa	peake and (Obio ca
ConestotaDelaware and Chesapeake	12 7	300,000	47,637					26	The Chesa	peake and Completed to	the c
Delaware and Chesapeake	13 108	3,500,000	79.795 10	2,2211	190,693	120,624		31	is not yet c	us triuing i	the c
Delaware and Chesapeake	13 108	3,500,000 2	79,795 10	2,221	. 190,693	120,624		31	The enlarg	rement of th	the cincome. Schu
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa.	13 108	3,500,000 2	79,795 10	2,221	. 190,693	120,624		31	The enlarg	gement of the been comn	the cincome. Schunenced.
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit.	13 108	200,000	79,795 10	2,221	190,693	120,624		31	The enlarg kill canal has The Morris for one millio	gement of the second second was on, about one	the cincome. Schunenced. lately se-fourth
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan.	13 108 10 43	200,000	99 623 53	327	190,693	120,624		31	The enlarg kill canal has The Morris for one millio of its cost. I	gement of the sement of the se	the come. Schumenced. lately se-fourth
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark.	13 108 10 43	200,000 2,900,000 300,000	99,623 53	3,327	190,693	84,455		31	The enlarg kill canal has The Morris for one millio of its cost. It that it is to be	gement of the second second was on, about one it is said in the enlarged.	the come. le Schumenced. lately se-fourth the pap We ha
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water.	13 108 10 43 	200,000 2,900,000 300,000 2,900,000	99,623 53	3,327	190,693	84,455		31	mines, hence The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor	gement of the sement of the sement of the sement of the sement on the sement on the sement of the se	the concentration the Schumenced. lately se-fourth the pap
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris.	13 108 10 43	200,000 2,900,000 300,000 2,900,000	99,623 53	3,327	190,693	84,455		31	The enlarg kill canal has The Morris for one millio of its cost. It that it is to be	gement of the sement of the sement of the sement of the sement on the sement on the sement of the se	the concentration the Schumenced. lately se-fourth the pap
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	13 108 10 43 45 80	200,000 2,900,000 300,000 2,900,000 2,900,000 2,000,000	99,623 53	3,327	190,693	84,455		31	mines, hence The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor	gement of the sement of the sement of the sement of the sement on the sement on the sement of the se	the concentration the Schumenced. lately se-fourth the pap
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.	13 108 10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,900,000 1,000,000	99,623 53	3,327	190,693	84,455 Width of	cana	31	The enlarg kill canal has The Morrifor one millio of its cost. I that it is to be seen no repor pointment of	rement of the speem of the spee	the concome. Schunenced. lately se-fourth the pap We ha of the
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS.	13 108 10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,900,000 2,000,000	99,623 53	ize of lock	. 190,693 . 131,491 . Depth on mitre silt.	84,455 Width of Bottom.	canal- Surface.	28	The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor pointment of Expended to Sept. 1843.	rement of the speem of the spee	the concome. Schunenced. lately se-fourth the pap We ha of the
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal.	13 108 10 10 43 45 80 101 Length, in miles.	200,000 2,900,000 3,900,000 2,900,000 2,900,000 1,000,000	99,623 53 Ce Length of chamber. feet.	ize of loc Width.	. 190,693 . 131,491 	84,455 Width of Bottom. 5	canal- surface.	28	The enlarg kill canal has The Morrifor one millio of its cost. I that it is to be seen no repor pointment of	rement of the speem of the spee	the cincome. Schunenced. lately se-fourth We ha of the ser.
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. James river and Kenhawa. CANADIAN CANALS.	13 108 	3,500,000 2 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Lockag in feet	99,623 53 99,623 53 Length of chamber. feet. 150	1,327	190,693 . 131,491 	84,455 Width of Bottom. 5 feet. 45	canal. Surface. feet. 81	28	The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor pointment of Expended to Sept. 1843.	rement of the speem of the spee	the concord. Schunenced. lately see-fourth the pape We ha of the seer.
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. dain trunk from Port Colborne to Port Dalhousie unction branch to Dunville.	13 108 	3,500,000 2 2,900,000 2,900,000 2,900,000 2,900,000 1,000,000	99,623 53 Se Length of chamber. feet. 150 150	ize of loc Width, feet. 26 1-2 26 1-2	131,491 	84,455 Width of Bottom. 5	canal- surface.	28	The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor pointment of Expended to Sept. 1843.	rement of the speem of the spee	the cincome. Schunenced. lately se-fourth We ha of the ser.
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. Jain trunk from Port Colborne to Port Dalhousie unction branch to Dunville food creek branch to Port Maitland below.	13 108 	3,500,000 2 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Lockag in feet	99,623 53 99,623 53 Length of chamber. feet. 150	1,327	190,693 . 131,491 	84,455 Width of Bottom. 5 feet. 45 35	canal. Surface. feet. 81'	28	The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor pointment of Expended to Sept. 1843.	rement of the speem of the spee	the concome. Schunenced. lately se-fourth the pap We ha of the ser.
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. dain trunk from Port Colborne to Port Dalhousie unction branch to Dunville { not added below.} The St. Lawrence canal.	13 108 10 43 45 80 101 Length, in miles. 28 21 1 1-2	3,500,000 2 2,900,000 2,900,000 2,900,000 2,900,000 1,000,000	99,623 53 Se Length of chamber. feet. 150 150	ize of loc Width, feet. 26 1-2 26 1-2	ks. Depth on mitre sill. feet. 8 1-2 9 9	84,455 Width of Bottom. 5 feet. 45 35	canal. Surface. feet. 81'	28	The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor pointment of Expended to Sept. 1843.	rement of the speem of the spee	the cincome. Schunenced. lately se-fourth We ha of the ser.
Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. Main trunk from Port Colborne to Port Dalhousie unction branch to Dunville froad creek branch to Port Maitland below. The St. Lawrence canal. Islalops and Port Cardinal.	13 108 	3,500,0002 2,900,000 300,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Lockag, in feet 31 328 1 ,6 1 6 2 7 2 11 1-5	99,623 53 Per Length of chamber. feet. 150 200 200 200	ize of loc Width. feet. 26 1-2 45 45	ks. Depth on mitte sill. fe t. 8 1-2 9 9 9	84,455 Width of Bottom. \$ feet. 45 35 45	canal- Surface. feet. 81 71 85	28	The enlarg kill canal has The Morris for one millio of its cost. I that it is to be seen no repor pointment of sept. 1843, 572 2,485,572	rement of the speem of the spee	the cincome. Schunenced. lately se-fourth We ha of the ser.
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. Jain trunk from Port Colborne to Port Dalhousie unction branch to Dunville for added below. The St. Lawrence canal. Jalops and Port Cardinal capid Plat. Jarren's point.	13 108 10 43 45 80 101 Length, in miles. 28 21 1 1-2 2 4	3,500,000 2 2,900,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 328 1 66 1 66 2 7 2 1 1 1-5 1 3 1-5	99,623 53 Se Length of chamber. feet. 150 150 200 200 200 200 200	327 327 327 yize of loe! Width, feet. 26 1-2 45 45 45 45	ks. Depth on mitte sill. fe t. 8 1-2 9 9 9	84,455 Width of Bottom. 5 feet. 45 35 45 50 50 50	Geanal- Surface. feet. 81' 71 85	28 Estima 3,948,	mines, nence The enlarg kill canal has The Morri for one millio of its cost. I that it is to be seen no repor pointment of Expended to Sept. 1843. 572 2,485,572	rement of the speement of the	the cincome. Schunenced. lately se-fourth We ha of the ser.
Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. dain trunk from Port Colborne to Port Dalhousie unction branch to Dunville { not added below.} The St. Lawrence canal. Galops and Port Cardinal tapid Plat. 'Carren's point 'avaren's point 'awall, passing the Long Sault rapids	13 108 	3,500,0002 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 No. of Lockag locka, in feet 31 328 1 6 1 6	99,623 53 99,623 53 Elength of chamber. feet. 150 150 200 200 200 200 200 200 200	3,327 ize of loc Width. feet. 26 1-2 45 45 45 55	ks. Depth on mitrs silt. feet. 8 1-2 9 9 9 9 9 9 9	84,455 Width of Bottom. s feet. 45 35 45 50 50 100	f canal- Surface. feet. 81 71 85 90 90 90 150	28 Estima 3,948,	The enlarg kill canal has The Morrifor one million of its cost. I that it is to be seen no repor pointment of sept. 1843. 572 2,485,572 488 973	rement of the speement of the	the cincome. Schunenced. lately se-fourth We ha of the ser.
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		Laurth	AME	RICAN	RATL			19 .	Name of	h. A	· ·	14	Atanana	SALI	ES.
	RAILROADS.	Length in	Cost.	Loans	Number	Paid	Inco	13. me.	Drv.	Inco		per	Previ-	April Shares.	numg
		miles.		debts.		share		Nett.	cent.	Gross.	Nett.	cent.	prices		
Me.	1 Portland, Saco and Portsmouth:	50				- 2	89,997	47,166	7	124,497	74,841	6	1134		102
N. H.	2 Concord	35 56					178,745	69 400	6	233,101	86,401	12	70±		1391 1124
Mass.	4 Boston and Maine extension	17 1-4		unfin.			110,140	00,433		200,101	00,401	0.2	1102		
68	5 Boston and Lowell	26	1,863,746				277,315			316,969	147,615		1201		120
* 66	6 Boston and Providence	41		none.						282,701			1081		
66	7 Boston and Worcester	44 21	2,914,078	not stated	• • • • • • •	• • •	4 0,141	152,000	6	428,437		7 1	1161	• •	1171
44	9 Charlestown branch		2.388.631	stated				17,500	13	17,737 34 654	13,971	51	701		821
66	10 Eastern	54	1,150,000				279,563	140,595	6	337,238	227,920	8	1091		109
66	11 Fitchburg	50	380,000	justopn'd			04.000				26,835		120	•••	124
66	12 Nashua and Lowell	14 1-2 20						24,000	8	94,588			121		
46	13 New Bedford and Taunton	20		unfin.			50,671	24,000	. 0	64,998	24,000				
46	15 Norwich and Worcester		87,820	900,000	16,535	100	162,336	24,871		230,674	99,464	3	701		72
	16 Old Colony		63,075	unfin. unfin.									102		104
46	17 Stoughton branch	11	250,000	unhn.		• • • •		20,000		00 007	90,000		118		
66	19 Vermont and Massachusetts	11	41.516										110		
	20 West Stockbridge	3	7,686,202	200 4,686,202		100:						4			
	21 Western, (117 miles in Mass.,)	156	8,431	1,686,202	30,000		573,882	284,432		753,753	439,679	3	1021	• • • • • •	
66	22 Worcester branch to Milbury	74	1,244,123	500	• • • • • • •	• • • •			• • • •	150.000		• • • •	82		
Con.	23 Housatonic, (10 months,)	38		100,000	10.000	100				100,000		6	89		941
44	25 Hartford and Springfield	25 1-2	2,600,000	400,000	2,000	100									
"	26 Stonington, (year ending 1st Sept.,)	48	336,211				113,889			154,724	79,845		41		39‡
N.Y.	27 Attica and Buffalo	31 78	1,796,342	200,000	14 000	100	45,896	7,522	• • • •	73,248	48,033	6	106	• • • • • • •	
44	29 Auburn and Syracuse	26	1 200.000			1331	86 291	27.334		96,738	52 544	6	116		
66	30 Buffalo and Niagara	22	5,000,000		1,500								100		
33	31 Erie, (446 miles,)												317		29
46	32 Eric, opened	53 26								126,020			70	• • • • • •	72
- 66	33 Harlein	31								140,685 35,029		0	14		12
41	35 Long Island.	96	1,317,893	392,340	29,846					153,456	58,996	0	751		
**	35 Mohawk and Hudson	17	303,658	400,000	10,000	100	69.948	58.780		79.804	45,763	0	641		
16	37 Saratoga and Schenectady	22	640,800				42,242	3,000							• • • •
	Schenectady and Troy	53	1,115,897	none.	16,000	601	28,043	79,000	• • • •	32,646	6,365	. 0	115		
44	40 Tonnawanda.	43	180,000		10,000	022	76,227	12,000		114,177	75,865				
66	41 Troy and Greenbush	6	475.801												
44	42 Troy and Saratoga	25	2,168,165		00.000	100	44,325	21,000		38.502	9,971	21			
	43 Utica and Schenectady	78 61	3,200,000	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	129	• • •	iii
44	44 Camden and Amboy	26			. 50								1102		
64	46 New Jersey	34	12.000.000					•			1		931		
- "	47 Paterson	16	1 SURTURN									l h	85		
Pa.	48 Beaver Meadow	26 46	1,000,000												
46	50 Harrisburg and Lancaster		860,000										30		
"	51 Hazleton branch	10	120,000												
"	52 Little Schuylkill		1 900.000						1						
	53 Blossburg and Corning 54 Mauch Chunk		100,000												
66	55 Minehill and Schuylkill Haven	18	315,000						12				1431		
"	56 Norristown	20											6		7
66	57 Philadelphia and Trenton	30	400,000										104		
"	58 Pottsville and Danville	94	9.457.570	7,447,570						597,613	3/2 511		501		49
44	60 Schuylkill valley									597,613			303		.43
44	61 Williamsport and Elmira	25	400,000				20,000								
Del	62 Philadelphia and Baltimore						43,043	200,000	• • • •		210,000		431	1	42
	63 Frenchtown	16					575 935	970 409		358,620	316 046		481		501
"	65 Baltimore and Susquehanna.	58					310,200	213,402	1	130,020	340,940		5		6
11	66 Baltimore and Washington	38	1,800,000				177,227	71,691		212,129	104,529		84		
Va.	67 Greensville and Roanoke	17 1	260,000						1						
"	68 Petersburg and Roanoke	60 78 1-	850.000)					1	122,871	72,898	3			• • • •
u	70 Richmond and Fredericksburg.	61 1-	011.200.006	N			1								
"	71 Richmond and Petersburg	22 1-	o[-700.000]		1		1								
N.C	72 Winchester and Potomac	32	500,000												
N. C	73 Raleigh and Gaston		1,360,000				•••••								
S. C	75 South Carolina.	161		1	1					532,871	140.196	5			4
***	76 Columbia	66	5,671,459		34,410		201,464	77.450		328 425	180.704				
Ga.	77 Central	190	2,581,72	3			227,532	93.190							
"	78 Georgia West Point		2,650,000	170,000		100	248,026	158,207		248,096	15,000				
Ky.	79 Montgomery and West Point	89	500,000)						35,000	15,000				
Ohio	8 Little Miami	40	450,000						1						
Y-3	32 Mad river	40	400 000	1											
Ind.	. 83 Madison and Indianapolis	56	152,000	Ś						58,000					
	84 Champlain and St. Lawrence	1 200	010 00	j	1		1 -		1)			NI .	110	l	

communications by Monday morning at latest.

Editorial notices.

Consul at Havre

PRINCIP	AL CON	TENTS.
Chesapeake and Ohio	canal	
Lehigh canal and Leh	high and Su	squehanna rail-
Improved track frame	es for railro	ad cars292
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Atlantic and Pacific Steamboat disasters.	or Oregon	railroad298
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AMERICAN RAILROAD JOURNAL

The iron trade

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, May 8, 1845.

This number of the Journal has been delayed somewhat in consequence of the prevailing moving mania of our city-but as "moving day" does not usually come but once a year, we hope not to be thus delayed again.

The Hon. John A. Dir will please accept our thanks for valuable public documents.

ELECTRO MAGNETIC TELEGRAPH.

We are indebted to Francis O. G. Smith, Esq. the author, for a copy of the Vocabulary for Secret Correspondence, by means of the Electro Magnetic Telegraph, for which he will please accept our thanks. We hope soon to see the wires extended from Baltimore to Boston, that its utility may be better appre ciated, and more widely enjoyed. We also trust that it may not be made subservient to the few, but enjoyed by all alike-first come first served.

The Pennsylvania Inquirer says that "the railway between Paris and Orleans pays well. In one week the receipts were nearly \$1,000, and the total receipts since the opening of the present year, have been nearly a million of dollars. In one week they carried 35,497 passengers. It is valuable stock."

"Nearly \$1,000" a week, and "nearly a million of dollars since the opening of the present year," do not correspond—which is correct?

A suit for damages was tried last week in Norris town, brought by James Jones against the Philadelphia and Reading railroad company, for the recovery of damages for the destruction by fire of the plaintiff's mills, in Upper Merion township, caused by sparks from the locomotive. "The defendants contended that the increased risk

of the destruction of the plaintiff's mill by fire, was a part of the damage he had sustained by the location of the road so near his mill, and that the contingency of its destruction by fire communicated from the defendants' locomotives, in their ordinary use, was a part of the damages which he must have considered he might sustain at the time he gave the release for all such damages, and that he was, there-fore, already paid for this damage, if it occurred without any default of the defendants or their agents. The court concurred in this view of the case

The jury returned a verdict for plaintiff of \$3,658.

[Ledger.]

The destruction of property by fire from locomotives is becoming oppressive to the people—and it is high time that measures were adopted to prevent so frequent a repetition of them. We find in the Evening Post a letter dated Brookhaven, L. I., May 5th, giving an account of a destructive fire in the woods, destroyed timber, fences, cord wood, a house and two barns; and since that date, the same letter states,

near Suffolk station-by which large amounts of pro-stant efforts to effect so desirable an object. perty have been destroyed, and many poor people made to suffer. This should not be, if there is a possibility of avoiding it, which we believe may be done at triffing expense to each engine, viz by use of the improved smoke stack, of French & Baird, of Philadelphia—as it is not uncommon at the south, we are informed, to carry cotton bales in open cars attached to a locomotive having one of these stacks.

RAILROAD ACCIDENTS.

It is but a day or two since we were congratulating ourselves to a friend, the superintendant of an eastern railroad, that there had been very few serious accidents for some time past, on our railroadsbut on opening the Traveller we find that a man was killed on the track of the Lowell railroad Friday morning, about two miles from the city having been run over by the 11 o'clock train, going up.-The man was walking towards Lowell on the left hand track, and seeing a merchandize train coming down, stepped on to the other track, not perceiving that the passenger train was immediately behind him going up, and supposing, as is presumed that the bell and noise of both engines proceeded from the merchandize train. The passenger train struck him, knocked him across the rails, and ran over him, cutting his arm nearly off and his body almost in two. and of course killing him instantly. His name was Valentine Gay, a respectable citizen of Lyman, Me."

An accident may occur in this way without blame to those who manage the engine-yet it should incite them to double diligence, as it is known to us all that people will walk on the track and expose their own lives, while others are so criminally careless, that they allow their cattle to run on the track, and thus expose the lives of the hundreds who are obliged to travel-indeed we have been told of instances in which cattle have been salted on the track, March, 1845 and when killed by the locomotive, the company prosecuted and put to heavy costs.

Such baseness can hardly be credited in a christian community. When detected, it should be visited with the severest punishment—as should also all carelessness in those who manage railroads

Railroad companies should be fully projected in their rights, and allowed liberal profits and privileges; and then the rights, safety and lives of their passengers should be rigidly and unceasingly guarded in return.

MONTGOMERY AND WEST POINT RAILROAD-GEORGIA.

This, together with several other railroads, has not been found in our list of American Railfoads, for the reason that we could not obtain what we supposed to be an accurate account of it. We have just received from an unknown hand the following statement, which enables us to place it in the list, as we desire to, and shall always do, when we receive the necessary facts in relation to other railroads.

The Montgomery and West Point railroad will be, when completed, 89 miles long-of which is now finished 40 miles, graded only 23 miles, not yet commenced, 26 miles. The cost thus far has been \$520, 000-of which, \$350,000 has been raised by sale of stock, and \$170,000 by loans and debts incurred. They have 4 locomotives, 3 passenger and 20 freight this road for the week ending on Wednesday evecars. The gross earnings for 1844 were \$35,000, and its expenses \$20,000. The original price of shares was \$100-yet, like many other important, near the Medford depot, on the 14th of April, which but unfinished works, there are few or no sales by which its present value can be arrived at. It will, however, we think, eventually be completed, and there has been three other fires from the same cause give a good return upon the investment—and it be along the same road, viz: 29th April, near the same hoves those engaged in its management, and inte-Total,

Correspondents will oblige us by sending in their place, May 2d, east of Carmans river, and May 3d, rested in its completion, to make vigorous and con

-	stant enorts to enect so destrable an object.
0	THE COAL TRADE.—Sent by railroad from Pottsville and Port Carbon, for the week ending on Thursday evening last
e	Per last report
f	Total
	Flom Schyman Hatch
,	Per last report84,921-17
	Total
	From Pottsville and Port Carbon3,535-01
-	Per last report
n	rei last report
-	Total
_	From Schuylkill Haven-total up to Thurs-
n	day evening
-	Per last report
7	Total3,115·06
2	Total3,115.06
	From Port Clinton
	Per last report
3	6.631.09
5	Total by canal
n	Total by railroad
e	
e	Total by railroad and canal
١,	Freights from Pottsville to Philadelphia, 70 cents,
į-	to New York, \$1 80.
	The following are the rates of freight from Rich-
,	mond and the Schuylkill to eastern ports:
	To Salem
"	To Boston
e	Tσ Portland
1-	To Providence and Fall river. 1 49 to 1 50
S	To New York 1 00 to
e	
	PINE GROVE COAL TRADE.—Transportation on
	Union canal railroad for this season, up to April 1.

Feb. and March, 1259 18 3-1531 0 0 Amount transported on Swatara railroad, during 548 16 0

Transportation on Union canal railroad from 1st to 15th April, inclusive, 2136 1 2 Per last report, 1531 0 0— 3,667 Per last report,

Transportation on Swatara railroad, from 1st to 15th April, inclusive, -1,077 0 0 - 1,077 0 0 ,548 16 0— 1625 16 0 Per last report,

LEHICE COAL TRADE.—Despatched this season up to 4th me. 26th, 1845, from Mauch Chunk. Lehigh coal and navigation co.

Summit Room Run, 5690 Beaver Meadow railroad and coal co., 1874 rom Penn Haven.-Hazleton coal co. 2010 From Rock Port.—Buck Mountain coal co., 654 10008

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

13210 Summit mines, Room run do., - 3136 16356 Beaver Meadow railroad and coal co., 5743 5133 From Penn Haven-Hazleton coal co.

From Rock Port-Buck Mountain coal co., 1408 28,630

5758 26th. MINEUILL AND SCHUYLKILL HAVEN RAILROAD .-The following is the amount of coal transported over

WYUMING COAL TRADE-Total to April

ning last Per last report, 86.329.07 94,953.03

Mount Carbon Railroad .- The amount of coal transported over this road for the week ending on Thursday evening last, is 5468 46,356 Per last report,

ATLANTIC AND PACIFIC, OR OREGON RAILROAD.

We find the following communication from Mr. Whitney, the bold projector of the railroad to Oregon, in the National Intelligencer. Mr. W. proposes to make an exgencer. Mr. W. proposes to make an ex-cursion, or reconnoissance, during the ensu-means of effecting the object may prove ad-something must be done. But what? ing summer, of a part, say seven or eight equate, and, if adequate, dispense with the hundred miles of the contemplated railroad raising of capital either abroad, or at home, the legislatures of the several States require to the Pacific ocean. He says that several lands to be granted by our government will to be supplied with life boats and life preyoung gentlemen will accompany him, and derive its value from the execution of the servers, sufficient for the largest number of he invites others to do so. The editor of the work itself; since the gift will, if the thing passengers which such boats can accommo-National Intelligencer says, that "such a succeeds, add a worth to the contiguous ter- date. To all this we give our cordial assent. trip will not only offer all the pleasures of a journey over a wide, a various, an imporparted with since if the plan fail the grant fail the tant and but little traversed region, but cou- is to revert; and since, on the other hand, boats should be held liable for all loss of life ple with it an object worthy of the attention, if it succeeds, the national and commercial resulting from disasters on board their boats; and probably the advantage, of an intelli- benefits attained must be very great, we and should be required to show that such gent company, able by their diversity of must avow ourselves persuaded that the disasters and deaths were not the result of gent company, able by their diversity of knowledge, to assist and inform each other ined, and by no means rejected as extrava- part, or else be subject to indictment for manas to everything that may present itself along their route, in geology, and other parts of natural history and science."

We fully coincide with the editor of the Intelligencer, and would go much further and say that such an excursion would be an huntimes more useful, to the educated and disposed at present to think that this part of persons or our friends. even to Europe. By adopting this course, they would not only improve their health, but also learn the extent, the fertility and the resources of their native land, which they may be soon called to aid in governing, and what is more important still, in defending from foreign aggression-instead of learning intelligent, healthy and useful men, instead river, and return by St. Louis. of, as is often the case, idle, dissipated and vicious fops.

"Interesting Excursion .- The expedition promised in the subjoined note from the gentleman who has conceived the great project of what may be called the continental railway, is certainly a very inviting one to such as propose to themselves a summer's travel, Such a trip will not only offer all the usual pleasures of a journey over a wide, a various, an important and little traversed region, but couple with it an object worthy of the atintelligent company, able by their diversity disposed. Truly yours, A. WHITNEY. of knowledge, to assist and inform each other as to everything that may present itself along their route, in geology and other parts of natural history and science.

"Without pretending as yet to offer any decided opinion as to the feasibility of Mr. Whitney's bold idea, we confess that its

the prosecution of a careful examination of necessity of legislative interference in reguthe possibilities of his plan. We know that lating steamboat navigation. Shall the promany much more competent than we to prietors and officers of these public convey-judge of the scheme, are already convinced ances be suffered to sacrifice at their pleaof its reasonableness.

gant.

munication seems quite practicable — the are now held responsible by law for all prowealthy young men of our country, than an the project may readily be accomplished by excursion to Saratoga, or Cape May, or the proposed means; and that probably a surplus of resources might be left that would go far towards the remainder of the work."

" Washington, April 23, 1845. " MESSRS. GALES & SEATON: It is my intention to pass over, examine, and partial. the proposed route for the railroad from lake Michigan to the Pacific.

the follies and vices of fashionable resorts, May for Green Bay, follow the lake down of every joint in her, and to the endangerand foreign countries. The one will make to Milwaukie, thence west to the Missouri

> "Several young gentlemen of high respectability and education will accompany me, and it will please me to have our number increased.

"41 William St., New York."

STEAMBOAT DISASTERS.

measures were taken to avoid the numerous

clusion; and anything but forbids, therefore, Hudson has aroused public attention to the sure, the lives of our citizens? In this form

"It is proposed among other things, that by moneyed subscription; since the line of all steamboats which navigate their waters, parted with; since if the plan fail the grant ficers and directors of all passenger-carrying slaughter. We aver that such a requisition "Nor is it to be overlooked that at least would be perfectly right and just. These the first step in the proposed line of com- men are "common carriers;" and as such, road from lake Michigan to the Mississippi perty entrusted to their care; and on the -an object highly worthy of being realized, same principle, and for the same sufficient and for which the face of the country to be reason, they should be held liable for all disdred times more healthful, and a thousand traversed offers unusual facilities. We are asters resulting in the injury or death of our

"But, after all, we have little hope of any effectual reform in the management of our passenger boats, until the press and the public themselves are reformed on this subject, What can our legislators do effectually, or what will they attempt to do, so long as the rage for rapid travelling and cheap travelly survey seven or eight hundred miles of ling continues? What is human life, compared with the saving of a picayune, or of an hour's time? A boat that will make a "I shall leave New York about the 20th quick passage, though it be to the straining ment of every life on board of her, will be chronicled and puffed as " the fastest boat on the route;" and will be crowded by hundreds of persons travelling for pleasure, as

well as for business.

"A boat which will start as an opposition "The excursion will be pleasant, benefi- line, and underbid the old line, even though cial to health, and useful in the knowledge that was reasonable in its charges, will find to be gained of that vast country; and should a rush of passengers to her decks. Now, the project for the railroad succeed, those then, so long as such is the feeling, and such who now accompany me can be usefully the practice of the community, we may cry and advantageously employed in the great out against the carelessness of the managers of our steamboats, when, in their races "It will please me to have some young they are so unlucky as to blow up or run on couple with it an object worthy of the attention, and probably the advantage, of an shall be happy to communicate with any so flagrant cases, worthy of the gallows—as disposed. Truly yours, A. Whitney. the evil will not be remedied; and if traced home it will be found lying at our own door. If the public will patronize and encourage We fully concur in the following remarks men to run boats without a reasonable comfrom the Traveller. It is high time that pensation, and to run them in the least possible time, without regard to human life-so mere vastness, though suggesting to many accidents which occur on board American disasters; and every few weeks the commutate notion of its being visionary, by no steamboats. means implies, of itself, to us such a con. "The recent appalling disaster on the mourners will go about our streets."

will please accept our thanks, for the Eng. has been introduced during the last fifty of the uninformed, we venture to think, that lish Railway, and Mining Journals, of the years. The proposed locomotive steam-car- a few plain matter-of-fact statements will 12th April, by the steam-ship.

that the railway fever has not yet reached much admired that any innovation on the tion. The terms constantly employed on its height, but seems to be steadily advanc- olden practices were dreaded with a terror, this topic are "locomotive power" and "at-

The following extract from the Mining

diciously made.

" PROGRESS OF RAILWAYS.

crease, and the desire of investing, so far to be found, who, on hearing of the respective railways will from being checked, continues as restless tive railways proposing to accomplish twenty satisfactorily show that the principle is not

ON ATMOSPHERIC RAILWAYS .- BY DR. J. G. HEWLETT.

speculation appears again to be on the in- a few, both in Bristol and Birmingham, were from the carriages themselves.

We are indebted to Adams & Co., who to almost every remarkable invention that fears of the timid, and the misconceptions riage was most violently opposed by the de- have a tendency to dissipate their fears, and on referring to these Journals we find olden times and the olden ways were so nition is the foundation of all sound informaa little less than that felt at an approaching mospheric principle or power." Locomotive earthquake. That the whole host of interpower is the mechanical force identifying it-rested parties should be opposed to a new self with the carriages moved. Atmosphe-Journal of April 12th shows that railway and improved mode of travelling was no ric power is mechanical force acting on the shares are esteemed as one of the best, if not the very best investments of capital—an opinion in which we fully concur, when ju.

more than might be expected, because the carriages through different media—a force doctrine of vested rights, as maintained and practically carried out in this country, had the atmospheric power is often classed with dictionally made. moral improvements. But that parties who motion, is only at intervals, as in some railhad no such rights to be jeopardised of dam ways, such as Blackwall, the rope by which "The transactions in railway shares have aged should be opposed, must be a matter of the carriages are moved is put in motion by this week been more buoyant than ever surprise to every reflecting mind. For not a power that is entirely fixed and distinct,

and unabated as ever. Scotch and Irish miles an hour, said, with much complacency so new—and, consequently, the plans conrailways appear to hold a prominent position—"Let others venture their necks who structed on it by no means so jejune and at the present moment; and, while the lat-please, but as for me, I am quite contented immature as some imagine. If seven cities ter are especially in great request, it may be to travel at the rate of ten miles an hour, have contended for the honor of being the mentioned as an instance of the high favor including all stoppages, and think it is speed birthplace of Homer, it is no wonder that of the former, that for the allotment of 22, enough for any reasonable man." And so many persons who have had thinkings and 000 shares in the Great North of Scotland, it was, according to the means employed— imaginings on the subject should contend there were applications for no less than 200, means which involved no small amount of for the honor of being the inventor of the 000, and in the Inverness and Elgin Rail-suffering and cruelty to animals. But now atmospheric mode of propulsion. There are way, where only 15,000 of the total amount that locomotive power has become a gene some difficulties in tracing this Nile to its of £300,000 were to be allocated, 109,652 ral mode for the transmission of men and right source; the first authentic data, howshares, representing a sum of £2,193,040, chattels, the very persons who were so timid ever, which we have immediately connected were sought for. This, indeed, looks as if and so dreading consequences, are now with the subject, is the publication of a the mania for speculation had not in the among its warmest advocates and substant pamphlet, in 1810, by Mr. Medigurst, in Lonleast subsided; but it is not to this class of tial patrons. Yet this must not be regarded don, in which he proposed the idea of emstock that the spirit is confined; even in no- as an ultimatum, but merely a step in the ploying the power of the atmosphere created vel propositions to be applied to railways, ever-advancing course of improvement. in an extended tube laid between the rails, the anxiety to invest is singularly percep. Seeing how former inventions have been and communicating the moving power thus tible; we believe that, for the 12,000 shares treated, on their first introduction to public obtained to propel carriages travelling on a into which Bilbrow's Atmospheric Railway notice, by the populace at large, it is no capital is divisible, above 36,000 have been more than experience has taught us, to ex. Mr. Medhurst only proposed the impracticaalready applied for. This sudden eagerness pect that every bold invention, developing ble part of Papin's plan of forcing air under to speculate is, doubtless, attributable in a some new power, should meet with a similar the compression of many atmospheres, as great measure, to the eminent success attending treatment; and, upon this principle, a host several others before him had done, adding, and enterprise in similar projects. Railways of prejudices are arrayed against atmosphered at a subsequent date, the idea of moving a appear daily progressing, not only in extendric railways. The prejudices which have piston through an under ground tunnel, by sion, but receipts, and affording thus a steal existed against former inventions, and sub-forcing in air behind it, from distances of 20 dily increasing return for capital; such in sequently giving way to approbation and miles apart, and, by means of such piston vestment is naturally considered a safe as admiration of the highest order, induce the and tunnel, impelling passengers and goods. well as eligible medium for permanent en- writer of this paper to think, that those pre- Medhurst's first plan was to convey letters judices arose from a want of information, and goods by means of rarefaction and comand a consequent misapprehension of the pression of air in a channel six feet high and whole invention. This is certainly the case five feet wide, contained in a paved road or in reference to many who are opposed to at iron railway. Mr. Medhurst, it should be In no subject is an active, energetic, and mospheric railways; they talk of accidents observed, took out no patent, performed no commercial people more deeply interested occurring by this mode of travelling which experiments, and distributed his pamphlets than in the means for safe and expeditious must, of necessity, be more fatal than acci-chiefly among his friends; so great controintercommunication; and, as we have long dents by the locomotive power. No mode versy has always existed as to the legitimaintained a high pre-eminence among the of travelling can pledge an entire exemption macy and extent of his claims. In 1824, civilized nations of the earth for our zeal, from accidents. A small piece of orange he contested his claims to invention, in a enterprise and commerce, we can only expect to secure these honorable distinctions sion the death of the man who accidentally Mr. Pinkus contested them. In 1817, Mr. by affording every possible encouragement puts his foot upon it. But this is very differ. Lewis proposed a plan, which was a modifito those inventions and discoveries which ent from a company of men looking pale cation of that of Medhurst's. In 1824, Mr. have a tendency to bring the arts and sci- with fear, dreading that a shower of pump- Valance took out a patent for his method of ences to the highest degree of culture and kins from the moon will dash them to pieces, an underground tunnel, also availing him. practical utility. The truth of this state- when they have not as yet any credible tes- self of rarefaction and atmospheric pressure. ment has been admitted; and yet a strange, timony that there are pumpkin gardens in Mr. Valance made experiments with his but most decided opposition has been raised the moon. With the utmost respect for the system at Brighton, but does not appear to

have been successful, so that his patent pro- former also for the mains and valves. Mr. tem precludes all the terrible calamities of way purposes, as Mr. Medhurst did a plenum. satisfactory answer; certain it is, that on In 1828, Mr. Medhurst re-published his the 3d of January, 1839, a patent was tapamphlet of 1810, and he then proposed to ken out by Messrs. Clegg and Samuda, from such disastrous results have arisen, cannot use a tube comparatively much smaller, to which practical results have been obtained. opening: he proposed also to have stationary engines twenty miles apart, for forcing in air. Of this plan he published a drawing, showing a long box, and a pipe suspended lot, through the exertions of Mr. James Bon- joymemt of the pure atmosphere of heaven over a channel of water, in order to make fit. Next, an extensive experiment was per- as you quietly glide on by an invisible pow-a water joint or valve. According to the formed on Wormwood Scrubbs, on the West er, and entire freedom from the clanking of assertions of some of his friends, he made ex. London railway, Mr. Pinkus's apparatus have cumberous machinery, flying sparks, hot periments with this and failed, from the imposing been removed, his company falling to cinders, and strong sulphuretted hydrogen. of the pipe to the carriage tight enough to allow a useful degree of rarefaction to be half the distance, and 1 in 115 for the reproduced; Mr. Pinkus, however, says he mainder. On the 11th of June, 1840, this line, by steam is thirty miles an hour; and of that mode of railway transit appears to be far sanctioned by the approval of eminent dered of paramount importance, did it exist fairly due to Mr. Medhurst; the important engineers, as to justify further proceedings. less expense, and with increased safety and improvement of attaching the piston to an ex-ternal carriage is disputed by Mr. Medhurst and Clegg and Sumada's; The plans of atmospheric railways, now and Mr. Pinkus; Mr. Medhurst's pamphlet is on the 24th March, 1841, a fourth, where he fairly before the public, claim our particular On the 1st of March, 1834, Mr. Pinkus tory of M. Nilbus, machinery for manufacter than give the description drawn up by brought out his first patent; and in this he turing Clegg and Samuda's valve. At the M. Arago. We shall now say a few words proposed, as a valve, one in the form of a close of 1843, Clegg and Sumada's plan was on the manner in which they have contrived cord. Mr. Pinkus states, that in 1830, he distance of one mile and a quarter; this is connection between the piston, on which the had again prepared fresh plans and specifi-cations, such as are now enrolled, and that line. And in the subsequent history of at-he had exhibited them to his friends, and in 1833 commenced his patent. In 1834, he we imagine, not least—the extraordinary but ible connection, of which we have just spoconstructed a large working model, which simple invention of Mr. James Pilbrow, ken, could not be established conveniently, was publicly exhibited in Wigmore-street; which obtained a patent on the 18th November except by means of a metal rod passing from according to the Samuda advocates, the ber, 1844; this invention does away with the pisten to the carriage. Now, as it is neexperiments were a complete failure; but in the continuous valve altogether, having nessary that this connection should be main-1836, an association was formed for working many other advantages which preceding in tained during the entire course of the piston, under Mr. Pinkus's principle, and contracts ventions cannot claim. were made for works, to demonstrate the principle. In 1836, Mr. Pinkus took out another gage the attention of the public are that of upper slit that the metal arm travels, by patent for this country, with improvements. Messrs. Clegg and Samuda, and that of Mr. means of which the movement of the piston was formed of iron plates, secured to felt, to this paper, to give a minute description of the train, and thence to all the others. This lay against pieces of wood, which he proposes each of these plans, and a comparative estimated or arm, has been very justly called to fix to the inner sides of the trough, as pre-senting a smoother surface than cast iron; attention to the general advantages of the But, it may be asked, if there is an opening he also described a spring copper valve, fast atmospheric system above steam locomotive in the tube, how is the vacuum to be protened at its foot to the pipe, and meeting at power. A diminution of expenditure is one duced? We give the reply. The opening the top, in the shape of an inverted V. The of the most obvious advantages. In the is continued the whole length of a valve, by system was then called the pneumatic sys- original outlay there is not a necessity for which it is hermetically closed; the vacuum tem, and excited a good deal of attention, that extensive levelling as is now required; can be thus successively produced in that and much controversy. At this period works engines of very great power will not be were designed to be applied on the West London Railway, at Wormwood Scrubbs; be diminished; and, by consequence, the the works nearly completed a line half a mile rates of charges for travelling will be lessenmovement to which we shall presently refer in length, formed on the margin of the Ken. ed, and cheap travelling will be secured with the valve is partially opened near the piston, sington Canal, which was united with that line of railway; Messrs. Samuda and Hague This advantage of safety is one of parawhich it immediately falls by its own weight. The atmospheric sys. This is the most delicate part of the appara-

duced him no return, while Mr. Medhurst Clegg is claimed by Mr. Pinkus as having bursting boilers and burning trains, with claimed priority of the invention. There is, been at that time cenfidentially employed and which the public has become painfully famihowever, strong reason for deciding that Mr. consulted by him, and as having witnessed liar. Running off the line is also avoided; the progress of the experiments; to these assince, in the atmospheric system the impelor the atmosphere against a vacuum for rail-sertions of Mr. Pinkus we have not seen a ling power is at the centre of gravity, and enclose a piston in it, and to transmit its ac. The grand principle of the improved atmos- ciple. Then, not to enter into any metation to the outside, through a longitudinal pheric plan, up to this period, was in herme-physical discussion of the question, how sibility, explicitly says one, of making the the ground for want of funds. The portion Another advantage is, increased speed—the continuous communication from the inside of the line selected was half a mile long, average rate of travelling by the atmospheric was well informed that Mr. Medhurst never line was open for experiments, and these in a country where time is appreciated as made a single experiment. The suggestion were attained with sufficient success, and so property of great value, this must be consibelongs to Mr. Valance, while the further 1839, Mr. Pinkus obtained a third patent, in comfort, no doubt can exist, to which system certainly the first publication, while Mr. Pin- proposes a gaso-pneumatic power. About attention. The first we notice is that of kus quotes no evidence as to his own claims. 1841, Mr. Bonfit set up at Havre, in the fac- Clegg and Samuda; and we cannot do betcord, or rope, and which he calls a valvular laid down on the Dalkey line for the short to establish an immediate and unvielding there must be a longitudinal opening in the As the two plans which now chiefly en-upper surface of the tube. It is along this and also for foreign countries; in this the valve Pilbrow, we purpose in a subsequent part of is communicated to the leading carriage of

tached a cylinder filled with burning char- are then made to act upon the train, by dy proved groundless." coal, for the purpose of melting the compo-sition of tallow and wax, by which the valve that attached to the piston within; and is held down. This is a full description of thus, as the piston moves along inside the the Clegg and Samudaatmospheric railway. tube, the first carriage of the train moves lar plan by M. Hallette, of Arras. We the medium of this double set of wheels come now to notice the invention by Mr. Pilbrow, C.E., for which a patent has been parative estimate of these two plans, it is taken out. Now, this invention does not right to state that Clegg and Samuda's plan appear to be, like many of its predecessors, a mere improvement in some mechanical detail, but seems rather to be a new creation locomotive principle. The great distinction, asked, where Clegg and Samuda's patent Samuda and that of Mr. Pilbrow is thiscover the difference here-no one will ask medium being employed. Another importhat question as to Pilbrow's. By this plan, tant distinction is that the Samuda system the necessity for the continuous valve run-ning along the upper part of the tube is en-tirely avoided; the connection between the and in intersecting other lines; the Pilbrow propulsive principle within and the carriages invention placing the tube below the surface, without being obtained in a manner entirely gets rid of all the objections in regard to distinct. The propulsion tube, instead of being broken or stopped at intervals of a trunk. The continuous valve of the Samupropulsion tube—say, every thirty feet—with the valve altogether, no leakage from there are placed boxes and supports. With that cause can possibly arise. The leakage in these boxes are cogged wheels or smooth of Samuda's plan is equal to five horse power surfaced wheels (a combination of the two, per mile, but Pilbrow's only two and a half as the model is now before you), working horse power during the whole time of work-horizontally on an axle, or shaft, the upper ing every ten miles; the Samuda plan re-the only) ventilated cars in the U. States.

If the valve accurately closes the open-portion of which passes through an aperture quires an exhausting engine at short intera new system altogether. It might be however, between the system of Messrs.

ing a perfect vacuum is produced and main- in the top of the box, and at the outside or vals of about two miles and a half; the Piltained, by which we obtain a permanent and above these boxes, the same axles are made brow plan can be worked with only one enpowerful moving force. On the contrary, to bear rollers or wheels similar to those in gine at the interval of ten miles. The Sashould the valve allow the air to enter by side the box. The passages through which muda plan is remarkably complex, and, any fissure, we cannot produce a sufficient the shafts pass are rendered air-tight by the therefore, may be subject to frequent intervacuum, but by having recourse to a very powerful air pump—and, moreover, this imperfect vacuum can only be supported by the lacked to the propulsion piston is a long rod, system into which enters, as principal agents, continual action of the pump. The longi-or bar, nearly fitting the small square chan-tudinal valve, which closes the opening of nel, or tube, cast upon the propulsion tube, position of wax and tallow, and a hot iron to the tube, is formed of a strip of leather of and, running along with the piston, is con-indefinite length, strengthened above and ducted by this smaller tube between the is remarkable for its simplicity and the fewbelow by a series of iron plates of about a lower wheels. Either side of this bar is ness of agents employed. It is much to be foot long, and not leaving a space between covered with cogs, or is smooth, or a com- lamented that the Pilbrow plan has been atthem of more than three-eighths of an inch. bination of the two, as the case may be [the tacked, and difficulties ascribed to it, for Weight is thus given to the valve without lecturer referred to diagrams and model], which no grounds whatever exist—difficul-destroying its elasticity. The leather is corresponding with the surface of the wheels ties which have no existence whatever, but closely and hermetically fastened by one of within the boxes above described. It should in the imagination of the objector. Even its edges to one side of the opening. The be mentioned, also, that these wheels, or these imagined difficulties must be frankly other edge remains unattached and movea-ble; and, when the valve is closed, it merely rests on the second lip of the opening, which pointed out the distinction between the ad-"the friction and wear of the spindles, by has been previously covered in its entire length, by a composition of wax or tallow. When the valve opens, that edge of the leather fastened to the tube bends, and thus acts as a true binge. The valve is never length, by a composition of wax or tallow. When the valve opens, that edge of the leather fastened to the tube bends, and thus acts as a true binge. The valve is never length, by a composition of wax or tallow. The valve is never length, but, on the contrary, arrange-indistribution and wear of the spindles, by dust;" but the most formidable objection was stated against the use of cogs—that great speed would certainly break or strip del in particular, which meets all the objection. Now, the inventor has stated in his pamphlet, and in this room (January 8) raised to a perpendicular position; its move- ments of this invention, the manner of that you may dispense with the cogs, and ment never exceeds an angle of 45 deg. working the apparatus is simply this:—the make use of adhesion, or a combination of The mere falling of the valve by its own air being exhausted from the propulsion tube, the two, at high velocities, though it is right weight does not give it sufficient adherence the piston, with its rod attached, is moved here to state, that an experiment has been to the edge of the opening, so as to prevent along inside it by the pressure of external made with the cogs at the rate of fifty-five the entrance of air into the tube; therefore atmosphere; and, as it moves, the rod works miles per hour, and they did not break or it scarcely resumes its place before it is on the wheels on the inside, turns them strip. It, however, would be perfectly useheavily pressed by a wheel fixed at the back round, and, as they turn the wheels outside, less, to spend time in refuting objections of the leading carriage, to which also is at. the boxes turn also. These external wheels which have been either anticipated or alrea-

The Atmospheric Railway appears to be gaining ground. The above article by Dr. Hewlett, which we copy from the Mining Did time allow, we might also notice a simi- along also over it outside the tube, through Journal, in relation to the various plans of Atmospheric Railways, will be read by many with interest.

THE ANGLO AMERICAN, No. 3, Vol. V, A. D. Patterson editor, E. L. Garvin & Co., publishers, Astor buildings, No. 4 Barclay street. We have unintentionally omitted to notice the commencement of the 5th volume of this excellent journal. There are differs from Pinkus's, &c., or what have that in the former, the connection between Clegg and Samuda done? but no one will the carriage train and the propulsion piston find it necessary to investigate far to dis. it, as a reading paper, either for its variety, or its judicious selections. It is published once a week, 24 large pages, at \$3 a year.

MERCHANTS' MAGAZINE, No. 5, Vol. XII -for May-Freeman Hunt, 142 Fulton st. We have before us the May number of this valuable magazine. Among numerous other few miles, extends unbroken for the whole da plan must necessarily occasion much articles, we find one upon the enlargement distance. At intervals on the top of the leakage, while the Pilbrow plan, dispensing of the canal, by John B. Jervis, Esq., civil engineer, which we shall give entire in our next number.

Dr. Griscom pronounces the cars on the

CONSUL AT HAVRE.

American Consul at Havre, from the Baltimore American, and give it a place in the Journal for the purpose of doing our part in showing the American people the estimation vre, and having fulfilled the duties of Con-evils, should a reaction take place-should a in which the system of changing our public sul in a manner so satisfactory to us, and fall occur, but half as suddenly as the recent men in subordinate stations with every political change, is, and should be held by all honorable minds :-

Beasley, Esq., U. S. Consul at Havre, on der of your days in retirement, you may rest fall, which, at present, is with so much short

tune by his office, remarks-

Consul twenty-eight years—having previ-will repeat the words of the American Nes-ously discharged like duties in England for tor:— ing the entire week. There was a report last evening on 'Change, that Scotch pig iron ten years. During the whole of that long 'He has served his country long and faith- had obtained £6 6s. per ton." career, Mr. Beasley has succeeded in conciliating at once the esteem of his own countrymen, and of those among whom he has lived. A man of intelligence, and of peculiar aptitude for all that promotes the arts of steadily advancing. This state of things, if at the rate of 1000 tons per month, beginindustry, the name of Mr. Beasley, American Consulat Havre, will long live in a city, where he has had the talent to introduce notable improvements.

"Steam navigation, now one of the most vre, was introduced here by Mr. Beasley, who first put a steamer on the route of Honfleur. First after the general peace, Mr. Beasley gave the impulse to public improvements, by causing to be built on the slope of Ingouville some of those charming resi. iron trade from the Mining Journal, of 12th dences which now cover that beautiful natural amphitheatre. His example found numerous imitators; but now, in looking at announced the result of the iron masters' that modern village, suspended on the hill side, and overlooking our port, we must not fail to assign the part that belongs to him who was the first to lead off in this progress.

The work of the track of the progress of the part that belongs to him who was the first to lead off in this progress.

The work of the track of the progress of the part that belongs to him who was the first to lead off in this progress. that modern village, suspended on the hill who was the first to lead off in this progress.

will long preserve, we hope, a citizen who result of the quarterly meeting at Birming-

well merited consideration.

"The motive assigned by the American papers for displacing Mr. Beasley is curious enough. 'You have made a fortune,' they say to him, 'turn out for some one else.' Strange logic! According to this, one might ask, what estimate would be placed by the American Government upon a functionary who, by his prodigalities and carelessness, should succeed in being sold out twice a Shropshire pig iron. £6 10s. Still though into the product of the maintain the great rise would be unable to maintain the great rise which has taken place. But, as we have more than once maintained, the price of iron which has taken place. But, as we have more than once maintained, the price of iron tracking the price of iron so far from receding, has not yet reached its limit; and the issue of the meeting on cutside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to the price of iron tracking the production of the meeting on production of the price of iron tracking the price of iron t pire to public office? In this case it would be precisely the occasion to sing, with Beranger-

upon the soil of the Union !"

We cut the following just tribute, to the on hearing of Mr. Pickett's nomination to prosperity of the iron trade than any in pro-

we take the following passage:

"You having resided so many years in Ha-

fully.'"

THE IRON TRADE.

of time, will materially affect the progress of railways; yet, eventually, and at no distant day; it will work its own cure, by "Steam navigation, now one of the most lant day, it will work its own cure, by above, or to contract therefor, at a fixed price, delimportant elements of the prosperity of Hadrawing large amounts of capital into the vered in the United States. manufacture of iron, and thus, by a brisk competition, furnish an abundance of iron at reduced prices.

We take the following short article on the

April, which says:

"We have, in a former number, already making bar iron about £12, and hoops £12 Beasley will lose in him a consul—firm, enlightened, and full of energy; but Havre will long preserve, we hope, a citizen who result of the quarterly preserve as to the long preserve, we hope, a citizen who result of the quarterly preserve as to the long preserve. enjoys among all classes of our population a ham, on Thursday last, more especially as it was generally believed that the masters would be unable to maintain the great rise possible disastrous effects. Apart from the great inconveniences arising to the manufacturing industry of the country, the prostaturing industry of the country, the prostration of labor it may yet entail, and the crippling of commercial enterprize, in more Sont des gens heureux!'

A number of the Union!"

possible disastrous effects. Apart from the great inconveniences arising to the manufacturing and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron Engine and Truck Frames; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and crippling of commercial enterprize, in more respects than one; apart from the pernicious effects it must have upon our ship building, (a department promising a few months ago ja451y

gaged in the trade with the United States, to afford a more permanent medium for th the U. S. Senate, addressed a highly com-spective)—and apart from the indirect detri-plimentary letter to Mr. Beasley, from which mental influence, the high price must have upon the stability of the trade itself-apart, we say, from all these present and positive we think we may say generally to those in rise—the injury caused, primarily to the terested in the commerce of the place, we holder, and secondarily to the working pophope and trust that the Senate, by declining ulation, will be incalculable; and, sooner or to ratify the appointment, will allow you to later, come that reaction must. If, from no The Journal de l'Arrondisement du Havre, retain the office which you have so long other cause, the introduction of foreign meafter copying from an American paper a no-filled to the honor of your country. Where tal, whether castings from Belgium, or the tice that Mr. Pickett, of New Orleans, had ther you be destined in the course of events raw material from India—aye, and even the been nominated as the successor of R. G. to remain in place, or to spend the remain. United States of America—will effect that the ground that he, Mr. B., had made a for assured of the friendship and esteem of all sightedness delayed. Meanwhile, though who have had an opportunity of knowing the prices have been quoted so high, the mar-"Mr. Beasley has fulfilled the duties of you as we do, and in speaking of you, we ket continues firm, with a good business do-

> RAILWAY IRON.—A contract was entered into in this town, on Saturday, for 21,000 In England the price of iron seems to be tons of rails, at £12 a ton; to be delivered it should continue for any considerable length ning in October. The purchase is made by a Glasgow house.—Liverpool Times.

> > RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the

DAVIS, BROOKS & CO., 21 Broad st., N. York.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design. It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, ja45 Reading, Pa.

should succeed in being sold out twice a shropshire pig iron, £6 10s. Still, though ing to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand,— or the straight of the

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAIL	Υ.	SUNI	AY.
Courtland street,	А. М.	P. M.	A. M.	P. M.
" Elizabetlıtown	9, 11, 12 9, 11 9, 11	2, 3, 43-4, 6 3, 43-4, 6		
Leave New Brunswick	6, 71-2, 111-2 63-4, 7, 81-4, 12	83-4	11 1-2	8 1-2
Elizabethtown Newark	7, 71-2, 81-2, 101-2, 12	3 1-2, 5		

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

-	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50,
Newark	914	95			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5 .	12 1-2			11 3-4	37 1-2
Elizabethtown Rahway New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

KITE'S PATENT SAFETY BEAM.

MESSES, ÉDITORS. As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the particular plan of the con-struction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, un-til the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and serious-ly injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1810.

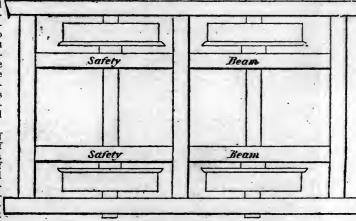
The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axleand Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

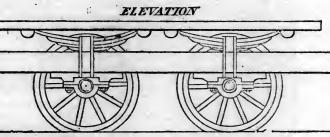
JOHN FRAZER, Agent,

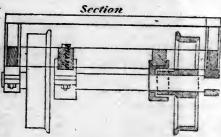
GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



SLAN





W. CASEY, CIVIL ENGINEE .NO. Chambers street, New York, will make veys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of ma-chinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES. -Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, " "
Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad."

PATENT HAMMERED RAILROAD, SHIP Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very genways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

ders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange and other too motive wheels, axies, springs & nange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axies of best American refined iron; springs; boxes and bolts for cars. Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, manufacture to the which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward the subscriber of the subscriber.

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand. ja45

TRAVELLERS' RAILROAD DIRECTORY.

		THE PARTY OF THE P			2 11		
TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A. M.	P. ·M.	MILES.	FAR
oston	Portland	Eastern,	Daily,		21,	106 54	\$3 00 2 00
"	Newburyport	*****		71	21, 41,	35	1 25
" 1	Salem	1 44	16	74, 9, 111,		14	50
16.	Portland.	Boston and Maine,		74,		109	3 00
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well	Boston	" " " " " " " " " " " " " " " " " " " "	66	71, 11,	2. 44. 54.	26	75
ston	Concord.	Concord,		;		76	2 00
ncord	Boston.	"	46		31	76	2 00
ston	Nashua	Nashua and Lowell,	"	7, 11,	5	41	
shua	Boston	"	"	61,	11, 5,	41	
ston	Worcester			7, 9,		. 44	1 25
orcester	Boston	"		i7, 10,		. 44	1 25
			Sundays.	7,			
ton	Worcester	66	16		2,		
ton	New York via Norwich	"	Mon., Wed. & Fri.,		4,	·	
	" L. Island railroad		Tues., Thur. & Sat.,	7,			
	" " New Haven		Daily	9	21,		
	Albany	Western,	"	9,	21,	200	6 00
any	Boston		"	[8],	11,	200	6 00
ingfield	Boston and Albany		"	7	3,		
ton	New York via New Haven				21,		
rlestown	West Acton	Fitchburg,	"	8,	$1, 4\frac{1}{2}, \ldots$		
st Acton	Charlestown		"			******	
ton	New York, via Steamboat trains		Tues., Thur. & Sat.,		41,		
	" " " " " " " " " " " " " " " " " " "	Boston and Newport,	Mon., Wed. & Fri.,		44,		
	Providence		Daily,	71,	4,	41	1 50
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v York	Greenport	Long Island,	"			95	2 25
oklyn	Hicksville & intermediate places			9‡,		. 26 95	2 25
	Greenport	"	Tues., Thur. & Sat.,	94,		26	56
an mont	Hicksville, (Saturd'y to Suffolk)		Daily,			95	2 25
enport	Brooklyn, (Boston train)		Non Wol & The		1,	95	2 25
". sville	" (accommodation do.). " & intermediate places.	"	Mon., Wed. & Fri.,	*	13	26	56
York	" & intermediate places. Albany & Boston via N. Haven		Daily,		14,	20	5 00
"	Middletown			61,		53	
	Middletown . ,	New York and Erie,	"		91	53	
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v York	New York.	N. J. railroad and trans. co.,			2, 3, 41, 0, 11,	91	25
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abethtown.		road.	Daily,	7, 71, 81, 101, 12,		. 141	31
w York	Rahway	N. I. railroad and trans. co	***************************************	9, 11,	3, 41, 6,	191	31
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v York	Philadelphia					91	3 00
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enectady	Albany	" "	"		31,		
my	Saratoga	"	"		2,		
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		D. C. la a		9,			
	Falls	Buffalo and Falls,	**			1	•
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AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 201

THURSDAY, MAY 15, 1845.

[WHOLE No. 4(3 VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL

s the only periodical having a general circulation throughout the Union, in which all matters connected A Railroads, Railroad Director with public works can be brought to the notice of all and Managers are respectfully invi persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising the undersigned. times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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O THOSE INTERESTED IN ted to examine an improved SPARK ARRESTER, recently patented by

have been extensively used during the last year on both passenger and freight engines, and have been brought to

Our improved Spark Arresters such a state of perfection that no an-noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretotore offered to the public. The form is such that a rotary motion is imparted to the heated air,

with the same and steam passing the sparks without impairing the power of the firming the power

BALDWIN & WHITNEY, Philadelphia, Pa.

JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE,

MERRICK & TOWNE,

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THOMAS & EI MUND GEORGE, Philadelphia.

[See Adv.]

1945

A GOOD SECOND HAND LOCOMOTIVE TO RAILROAD COMPANIES AND MAN
Lengine, 6 wheels, weighing with wood and waltecturers of railroad Machinery. The subscriber have for sale Am. and English bar iron, of all Baldwin, for sale by A. & G. RALSTON & CO.

Mar. 20, Im. 4 South Front St., Philadelphia.

PRING STEEL FOR LOCOMOTIVES, motive engines, and other railroad carriage wheels, in manufacturing spring Steel from 14 to 6 inches the latter a very superior article. The tires are wherever used, its quality has been approved of. The stablishment being large, can execute orders wherever used, its quality has been approved of. The stablishment being large, can execute orders where used, its quality warranted. Address

JOAN F. WINSLOW, Agent, 5a3 Albany Iron and Nail Works, Troy, N. Y.

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JOAN F. WINSLOW, Agent, 5a3 Albany Iron and Nail Works, Troy, N. Y.



AILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand
A. & G. RALSTON 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds con-nected with Steambaats, Bailroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with their construction and operation; roads having in wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY, ja45
President of the Newcastle Manuf. Co.

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very adjusted by the roads of the same relate. Comportunity of improving their roads on terms very adjusted by the roads of the same related by the fact that the late Ref. F. W. Obsermanier, and others interest to provide the representation of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., No. 4 Sout Fronth st., Philadelphia, Pa. panies reconstructing their tracks now have an op-portunity of *improving* their roads on terms very ad-vantageous to the varied interests connected with use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

CUSHMAN'S COMPOUND IRON RAILS etc. The Subscriber having made importate improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc.

—respectfully offers to dispose of Company, State thracite coal, and holding an assignment of the particular of the privileges of letters patent to Railroad Componies, Iron Founders, and others in are prepared to grant licenses for the manufacture terrested in the works to which the same relate. Componing to Mr. Grang's minighted to grant licenses for the manufacture terrested in the works to which the same relate.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre, and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Corks, Tr, Lr, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-luminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

W. R. CASEY, Civil Enginery.

VALUABLE PROPERTY ON THE MILL

Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Roxbury,
fronting on afid east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work beach

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing appearatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven

corn oven.

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

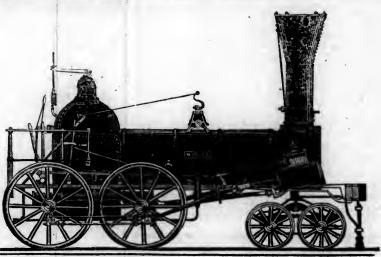
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Fauadelphia.

LOCOMOTIVE NORRIS' WORKS





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1. 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 1.4. 33 66 66 \times 20 3, 141 122 6: \times 20 66 4, 66 66 -7 66 66 \times 20 66 66" 5, 115 12 (1 $10\frac{1}{2}$ 6, 66 " 66 66 44 \times 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

RAILWAYS IN SCOTLAND.

We give from Herapath's Railway Journal the following "Report of the Railway Department of the Board of Trade, on the ion respecting them. Schemes for extending railway communication in Scotland," for the purpose of showing the views of that body in relation to railways.

Railway Department, Board of Trade Whitehall, 13th March, 1845.

Clydesdale Junction; Dundee and Perth; communications for Scotland generally. on submitting the following report there-on for the consideration of parliament.

The above schemes may be classed accor-land may be considered as an open one. ing to the leading objects which they have

hand, with the Clydesdale and other minor way communications for Scotland. railways, which it is proposed to use in enconsidered as competing schemes for com- city of largest population, are the great expense. The works are not on the whole England.

2. The Scottish Central (in continuation maintained. of the line of the Caledonian from Castle

way to Perth;)

The Ediaburgh and Glasgow-Sterling

Branch;

The Edinburgh and Northern (from Burntisland, on the Frith of Forth, opposite to Edinburgh, through Fife to Perth;

The Dundee and Perth: and the Aberthe Arbroath and Forfar railway to Aberrailway communication north of the Forth tion, occasioned by the meeting of different correct, it must give way to one of much and Clyde, or more correctly speaking, north gages. A break occasioned by the inter- larger scope and national importance. of the line of the present Edinburgh and vention of an arm of the sea or wide navi-Glasgow railway.

. The Glasgow, Barrhead and Neilston, more formidable character. and Glasgow and Ayr-Barrhead and Neil- merely with reference to time, a short ferry turing district in the vicinity of Glasgow.

4. And finally, the Glasgow Junction and disadvantage which would be still further wick" systems. Glasgow Harbor Union, are schemes for exincreased, if, as seems probable, the rate of The Caledor access to the river for coals and minerals. celerated. Both these schemes, however, appear to de- For the conveyance of goods, coals, cat- burgh, the other towards Glasgow.

entertaining, and on detailed evidence as to nefits likely to result to the community from selves justified in reporting any decided opin-time represents but a small portion of the

on the map accompanying this report, a re-

The Aberdeen railway: Caledonian; on the best permanent system of railway tire and unbroken communication.

sider first, what at the cardinal points to be Edinburgh, Glasgow and England. 1. The Caledonian railway, on the one attended to, in laying out a system of rail-

tering Glasgow; and on the other hand the dently the three points upon which we must of a great trunk line for the north. The Glasgow, Dumfries and Carlisle, and Edin- fix our attention, as determining the direc- gradients of these lines are in parts, rather burgh and Hawick, in connection with the tion of the leading railways. Edinburgh, severe, but not more so than are perfectly existing Edinburgh and Glasgow and Glas- as the capital, and seat of the courts of jus- practicable and have been frequently saucgow and Ayr railways, and the North Bri-tice and university, and Glasgow as the tioned, and arc as necessary from the nature tish railway, sanctioned last year, may be commercial and manufacturing capital and of the country, in order to avoid any great pleting the railway communication south of centres to which the principal streams of very heavy, and the estimates of traffic, the Forth and Clyde between Scotland and traffic in Scotland converge, and from which which have been carefully prepared, appear

Perth, again, from the natural configura-

ern portion of the kingdom.

In railway communication the preserva-

vate interest, which we are precluded from stitutes a most important portion of the belocal circumstances, that we do not feel our the introduction of railways,) the loss of inconveniences arising from any break in The other lines referred to are delineated the chain of communication.

In fact the inconvenience to all traffic of ference to which will afford the readiest ex- this description is so great as to justify us in planation of their respective objects and di- assuming, as the most indispensable point to be attended to, in considering the extension It is evident that a consideration of these of a trunk line for the northern portion of lines raises the whole question of deciding Scotland, that such line shall afford an en-

Now with this view, Perth and Stirling, Edinburgh and Northern; Edinburgh and The sanction of the North British railway which are the points at which the navigation Glasgow-Stirling Branch; Edinburgh and from Edinburgh to Berwick, last year, to of the estuaries of the Forth and Tay ceases Hawick; Glasgow, Barrhead and Neilston; gether with the completion of the eastern evidently determine the direction of the Glasgow and Ayr—Cumnock Branch; Glass chain of English lines up to Newcastle, trunk line for the north of Scotland. A gow, Dumfries and Carlisle; Glasgow Junc- warrant us in assuming as an admitted fact line through Fife may give local accommotion; Glasgow Harbor Union; Scottish that this eastern line of communication from dation and be used for a portion of the traf-Central; Scottish Midland; have determined London to Edinburgh will be completed, but fic from Dundee, and the towns on the east with the exception of this fact, the whole coast to Edinburgh; but can never be put in question of railway communication for Scot- competition with an unbroken inland line by Stirling and Perth, as a trunk line for the In approaching it, we will endeavor to con-connection of the north of Scotland with

> The Scottish Central line appears to comply with these conditions and to be unex-Edinburgh, Glasgow and Perth are evi- ceptionable in its direction as the first link the principal connection with England is to show a fair probability of a sufficient return on the capital required.

We conclude, therefore, as the first step Cary on the Edinburgh and Glasgow rail- tion of the country, with the Grampians on in our inquiry into the question of railway the one hand, and the estuaries of the Forth communications for Scotland, that the Scot-The Scottish Midland, (in continuation and Tay on the other, is evidently the point ish Central line is one which, upon public of the Scottish Central from Perth to For- of convergence for the traffic of the north- grounds, appears to deserve the sanction of

the legislature.

As a consequence of this conclusion, it tion of an entire and unbroken line is a follows that we must express an unfavorable point of vital importance, and in our report opinion of the Edinburgh and Glasgow comon the Worcester and Wolverhampton dis pany's Sterling branch. This branch comtrict, to which we here beg to refer, we have petes, and is manifestly inconsistent with pointed out numerous practical instances of the southern portion of the Scottish Central deen, (from Friockheim, a point midway on the very great expense, delay and inconve- line; and although in itself it might have nience which have been found to result from been an useful and proper undertaking, it is deen;) are schemes proposed for extending any break in this entireness of communica- clear that if our views, already stated, are

We now come to the more difficult quesgable river is, of course, an evil of a still tion of railway communications south of

Considered Edinburgh and Glasgow.

We have already described generally the ston Branch, are competing schemes for sup- would, generally speaking, involve a delay two competing systems proposed; which, plying local accommodation to a manufac- equivalent to several additional miles of tra- for the sake of brevity, we may designate as velling on an unbroken line of railway, a the "Caledonian" and "Dumfreys and Ha-

The Caledonian line consists of a main tending existing railways in the town of railway travelling should, by the continued trunk line of 73 miles in length from Car-Glasgow, with a view to effect a junction improvements in the construction of the lo-lisle, in the most direct practicable route, to with other railways, and to obtain a readier comotive engine, become considerably ac- a point near Lanark, where two branches fork off, one of 271 miles in length, to Edinpend so materially on considerations of pri-tle, agricultural produce, etc., (which con-connection with Glasgow is effected by two junction with the Edinburgh branch, the gow to England. Giasgow branch diverges north westward till railway branches off to Glasgow, to the south England and the manufacturing districts. side of the Clyde, giving an access to the quays on the south side of the river, and tended to connect by an unbroken commu-tol, sufficed for the trade of the place. nection with the Glasgow and Garnkirk, Carlisle. continues the communication to the north side of Glasgow, and to a junction with the Edinburgh and Glasgow railway. Agreements have been entered into between the Caledonian company and the company, of proprietors of the minor connecting lines above mentioned, by which the latter bind themselves to adapt their lines to the traffic of the Caledonian company, and to allow the use of them on moderate fixed terms, giving a priority to this traffic over their own

The Caledonian scheme further comprises a line from the Glasgow and Garnkirk line, a little beyond Motherwell, to join the Scottish central line at its southern terminus, at Castle Cary.

The whole Caledonian scheme; therefore, will consist of the following parts:

1. New railway to be made,

Miles. Chains.

35

Caledonian trunk line from Ca lisle to point of divergence		
Carnwarth, -	. 72	5
Point of divergence to Edinburg	gh 27	4
Ditto to Wishaw and Coltne	SS	
railway,	. 12	1
Castle Cary branch,	10	
Dumfries branch,	. 13	4
Minor Junctions, etc., -	0	6
Total of Caledonian, -	136	5
Clydesdale Junction, .	10	5
	147	. 0

2. Existing railways, forming part of the Wishaw and Coltness line, and portion of Monkland and Kirkintilloh, . 11 Garnkirk and Glasgow, Pollock and Govan (forming part of Clydesdale line,) -Total of existing railway, . 99)

This system would afford a very complete railway communication from Glasgow, Edinburgh, and the north of Scotland, to all parts ing systems, we proceed to investigate their that the government is actively engaged in of England, with the exception of the eastern portion, the communication with which may be assumed to be already supplied by the east coast line."

Total of Caledonian system,

The competing system proposes to attain the same general objects in the following manner:

routes, and pardy by means of railways al- existing Glasgow and Ayr line, giving a shire, all which roads were made to termiready formed. From the fork or point of western line of communication from Glas- minate in a focus at Newport, an excellent

ing parts:

1. New railway to be made,

Miles. Chains. Glasgow, Dumfreis and Carlisle from Kilmarnock to Carlisle, 91 Line from Carlisle by Hawick to junction with the Edinburgh and Dalkeith railway, about 86 Glasgow Junction,

178

Portion of Glasgow and Ayr railway from Kilmarnock to Glasgow, Edinburgh and Glasgow railway, 46 Edinburgh and Dalkeith,

present to support two competing systems; tains 15,000 inhabitants, splendid docks,poses of local accommodation between Edin. Mining Journal. burgh and Hawick would not interfere with the traffic of the Caledonian line, and would 33 not necessarily be inconsistent with it.

The Clydesdale line, although a material part of the Caledonian system, has a local traffic of its own, and would not necessarily be included in the rejection of that system. So also the Glasgow junction, although a part of the system opposed to the Caledonian, might, it a sufficient case of public 62 advantage were otherwise established to and this, too, mainly in consequence of the cal nature to which we have ulluded, be dium of transportation and travel. sanctioned, notwitstanding the rejection of the system of which it formed a part.

Having thus explained the two competcomparative merits.

To be continued.

MONMOUTHSHIRE CANAL COMPANY AND THE NEWPORT AND PONTYPOOL RAILWAY.

harbor on the river Usk. At the time re-2. By a lire from Edinburgh to Hawick, ferred to, Newport was but a small village, it joins the Wishaw and Coltness railway, which the promoters offer to pledge them-with a population of only a few hundred which it uses for four miles to Mother selves to continue to Carlisle, giving a com-souls. The little iron made and coals gotwell. At this point the proposed Clydesdale munication from Edinburgh to the west of ten in the surrounding districts, was convey. ed for shipment on mules' backs, and one or 3. By the Glasgow Junction railway, in- two small smacks, sailing weekly to Brisforming a junction with the Glasgow and nication, the Edinburgh and Glasgow, and mountains around abounded with game, and Ayr and Glasgow and Greenock railways; railways north of the Clyde, with the Glas- the wild grouse was rarely disturbed in its while the Wishaw and Coltness line, in con. gow and Ayr, and Glasgow, Dumfries and haunt, and scarce knew the fear of man. At that time a mania existed, and spread This system would consist of the follow-through England, for the construction of canals, fully equal to the present excitement for railways. The Monmouthshire canal was commenced, but, after a series of pecuniary and other difficulties, was almost sus-16 pended-constructed at a great expense for that time, opening a new district, and, when complete, almost without trade-the shares 0 falling to a third of the first cost. A few 30 bold spirits, however, still held the helm, and determined to weather the storm. Amongst these rank almost first one of the celebrated 2. Existing railways forming part of the Wedgewood's family, founders of the modern Etruria. These firm men were not disappointed in their calculation; every year brought more capital into the country, and increased the trade of their lines, till at last the once despised canal shares have been held as a safe and desirable invest-It is quite clear that the traffic from Scot. ment, at a premium of 120 per cent. on the land to the south would not be sufficient at first cost. The port of Newport new conand that if the one be sanctioned, the other, and her exports far exceed in tonnage that or so much of the other as directly competes of Bristol, the once boasted queen of the with it, must be rejected. In this point of west. The mountains in the northern disview, the Caledonian, and the Glasgow, trict, the only part yet opened extensively, Dumfreis and Carlisle lines, are absolutely are one scene of bustle and activity; steam inconsistent with each other; neither could engines laboring with resistless force, and the Caledonian, and a trunk line from Edin. the whole horizon is one continued blaze burgh to Carlisle, by way of Hawick, stand with the volumes of flame emitted from the together, although a line for the mere pur. furnaces and forges covering the country .-

Thus will it be in less than half a century hence, in our own mountainous regions; through the entire length of the "back-bone of the Union," "steam engines will labor with resistless force, and the whole horizon will be in one continued blaze with the volumes of flame emitted from the furnaces and forges" covering those regions! overrule the objections of a private and los introduction of canals and railroads, as a me-

The mining Journal says—

"We think we may state with certainty, completing arrangements that will materially concern Ireland, more especially in the introduction of railways there. Foreseeing the danger which must inevitably follow an indiscriminate adoption of such projects, Some time about the year 1792, a com- and the ruinous consequences which reckpany obtained a charter by act of Parlia-less speculation, or a re-action, would en-1. By the proposed Glasgow, Dumfreys ment, to construct certain canals and roads tail, it intends to form a commission, which and Carlisle line, in connection with the through the mineral districts of Monmouth shall, by its strict investigation and require-

equivocal designs, and limit their further on the outer sphere. ance to such undertakings as will prove indisputably beneficial to the country. It will derogate the right, not only of passively recommending, but actively promoting, such discountenance, with equal pertinacity, any the globe; to the globe also is attached a schemes whose objects are problematical.-At present, we are not prepared to speak more in detail, as it would be obviously premature to publish statements which might only serve to impede the government in its measures."

VALE'S GLOBE AND TRANSPARENT CELES-TIAL SPHERE.



We have seen this very ingenious and useful instrument, and had it explained by the inventor, and particular problems resolved, questions answered and points illustrated with a simplicity

and clearness that satisfied us that this instrument must be a valuable acquisition to the teacher, it has another recommendation, at least to us, as it goes on the railroad plan. A gentleman with us observed that he had learned more in the short explanation given in half an hour, than he had before in months, and that he had had subjects clearly explained in a few minutes on which he had troubled himself during a voyage without success.

We shall not attempt to describe minutely this instrument, it should be seen by every teacher and amateur in person, and described by Mr. Vale himself, which he is always ready to do. The cut which we now present conveys but a poor idea, because the instrument itself possesses every motion real and apparent which is exhibited in nature, or the effects of which we see; it is a model of nature, and at every movement we see the thing to be explained, and comprehend it with a word; but as it has several motions, all made by hand, and though extremely simple, yet when used by a person unaccus tomed to it, we can easily conceive that he might give it every movement but the right. We therefore again recommend that it be seen, and in the first instance, explained by be a move made to establish Atlantic steamthe inventor.

the terrestrial within, and the celestial in communication, but also in steam ships upon transparent sections without; in the figure the Atlantic-being very far behind Boston accompanying this, we see only the terrestial in both these elements of prosperity. It is (consisting of the principal circles and points energetic action be found among those who vered in the United States

The principal merit of the instrument and natural advantages. consists in a moveable figure, representing a broad surface representing a moveable horizon to the traveller, or ship, shown in the cut. The traveller moves to any part of the earth, his horizon follows him; he goes phenomena of the heavens are seen, and in exhibition of the antipode at each station, gives a clear idea in one lesson of the figure of the earth, and of the prominent locations.

We merely say that this globe and sphere which can be performed on both globes. It is also convertible into a planetarium of much simplicity, and supplying the deficiencies of the older kind. It is also a universal sundial, and it will resolve the most dif ficult problems in astronomy and spherics by forming triangles on the sphere.

A friend present who had just returned from a voyage, and while at sea had learned the use of the quadrant, sextant, etc., rethe latidude at sca. In two minutes it was done, to the perfect satisfaction of those who stood round, the ship's place was shown on the earth, the sun's place in the heavens, and how, from its mere altitude at noon, the latitude of the ship was found, was exhibited; our friend could perform the operation at sea, but had sought in vain for its explawas shown; and the precision of the equinoxes made so plain that a child would have understood it. From its simplicity it could and ought to be introduced into our public schools. Mr. Vale is well known in New York as a teacher of navigation, and may be found in May, and after, at 3 Franklin

We are gratified to learn that there is to quired, would be altered to a 6 wheeled engine. ships from this port. New York is not only It consists of two globes in combination, deficient in the improved mode of inland All of which will be sold low, on application to T. W. & R. C. SMITH. in the heavens, as the equator, poles, etc.,) have the means of promoting those im-

ments, at once prevent the possibility of the transparent sections are hung at pleasure pertant works, which will secure to our city the full benefits of her unrivalled position

THE AMERICAN ATLANTIC STEAM NAVItraveller, or ship, and his antipode (not shown GATION COMPANY. - In the Senate, on the enterprises as it deems advisable, while it will in the cut) specked at the top and bottom of 6th inst., Mr. Bockee, chairman of the select committee of eight senators to whom was referred the bill for the renewal and extension of the American Atlantic Steam Navigation Company's charter, made a favorable report, and recommended the bill to a third reading. He stated that the objects round the world, and at every step the entire of the company were of great national importance; that Congress, at its last session, passed an act brought forward and promoted a moment, by a swivel motion, the antipode by the company, authorizing the Post Masis seen, and all his phenomena. For the ter General to make contracts for carrying mere teaching of geography, the movement the American foreign mails in steamships, of this traveller to every great city, and the and that they had reserved to themselves the option of taking the steamships employed in carrying the foreign mails, for the service of the navy in case of war. He considered, therefore, that the charter was necessary to carry out the views of the geneperforms every problem in a rational manner, ral government. The bill passed with only two negatives, and with some unimportant amendment was returned to the assembly for their concurrence. The charter is for twenty-four years, and a capital of two millions in \$100 shares. In the afternoon of the same day, the bill was referred by the House to the standing committee on trade and manufactures, to report complete. On Wednesday, the report was brought in, recommending the assembly to concur in the amendment of the Senate, which the House agreed to. The main question was then quired the rationale of the manner of getting taken by yeas and nays, and the bill passed unanimously, save one vote.

> CALEDONIAN RAILWAY. - We are credibly informed, that this railway company is about to being before the public an important project connected with their line, which will embrace the greater portion of the breadth of Scotland, from Berwick to Air, and will intersect the Caledonian line at the point near Lanark, where the Edinnation on board the ship. Why the sun was burgh, Glasgow, and northern branches sometimes too fast and at others too slow, diverge. This important stop is in compliance with the suggestions of the Board of Trade, and it is probable the prospectus will be published in our paper next week-Mining Journal.

> > OR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If re-

Also, 1 20-horse High Pressure Steam Engine 2 8-horse " "

1 Upright Hydraulic Press.

Founders and Machinists, May 12tf Alexandria, D. C.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the sphere and globe within; but on this sphere high time that more liberal views, and more above, or to contract therefor, at a fixed price, deli-

DAVIS, BROOKS & CO., 21 Broad st., N. York

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	39	739,201	1 308,306	1,015,447	9,071	37,794	2 10 0	6 16 8	1001	04 3	West	Yorksh	ire	10n	
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aris and Orleans	82 84	1,600,000 1,440,000	400,000	1,978,415	9,071 31,247	37,794 91,171	2 10 0 0 16 0	6 16 8 8 0 0	100 1 20 20	04539538	West	Yorksh haven : RENCH F	ire and Ma Allway	ryport s.	100, 100,
aris and Orleans	82 84 19	1,600,000 1,440,000 830,000	400,000 0 179,852	1,978,415 355,161	9,071 31,247 4,191	37,794 91,171 7,066	2 10 0 0 16 0	6 16 8 8 0 0 8 0 0 nihil.	100 1 20 20 50	04 \ 39 \ 38 \ 18	West White Fi	Yorksh haven a RENCH F	ire and Mar AlLWAY: Amien	ryport s.	1,000, 100,
aris and Orleans	82 84 19	1,600,000 1,440,000 830,000 1,150,000	0 400,000 0 179,852 0 311,759	355,161 951,455	9,071 31,247 4,191 11,895	91,171 7,066 14,876	2 10 0 0 16 0	6 16 8 8 0 0 8 0 0 nihil.	100 1 20 20 50	04 \ 39 \ 38 \ 18	West White Fi	Yorksh haven a RENCH F	ire and Mar AlLWAY: Amien	ryport s.	1,000, 100,
aris and Orleansaris and Rouen. Preston and Wyre	82 84 19 19 88	1,600,000 1,440,000 830,000 1,150,000 2,996,000	0 400,000 0 179,852 0 311,759 0 1,530,277	355,161 951,455 3,464,172	9,071 31,247 4,191 11,895 40,993	37,794 91,171 7,066 14,876 81,482	2 10 0 0 16 0	6 16 8 8 0 0 8 0 0 nihil. nihil. 5 2 2 0	100 1 20 20 50 82 50	04 \ 39 \ 38 \ 18 \ 93 \ 39 \	West White Boulog Centra Lyons	Yorksh haven a RENCH F gne and il of Fi and A	ire and Mar Allway: Amien ance vignon.	ryport s.	1,000, 100, 1,500, 1,280, 2,400,
aris and Orleans	82 84 19 19 88 30	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000	0 400,000 0 0 179,852 0 311,759 0 1,530,277 0 154,785	355,161 951,455 3,464,172 590,006	9,071 31,247 4,191 11,895 40,993 8,509	37,794 91,171 7,066 14,876 81,482 18,414	0 10 6 0 10 6 1 0 0	6 16 8 8 0 0 8 0 0 nihil. nihil. 2 2 0 6 5 0	100 1 20 20 50 82 50 100	04 5 39 5 38 6 18 6 39 6 39 6 55	West White Boulog Centra Lyons Orlean	Yorksh haven a sench f gne and al of Fi and A as. Tou	ire and Man Allway: Amien rance vignon.	ryport s. ns	1,000, 100, 1,500, 1,280, 2,400, 2,000
aris and Orleans	82 84 19 19 88 30 25	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150	0 400,000 0 0 179,852 0 311,759 0 1,530,277 0 154,785 0 20,000	355,161 951,455 3,464,172 590,006 348,626	9,071 31,247 4,191 11,895 40,993 8,509	37,794 91,171 7,066 14,876 81,482 18,414	2 10 0 0 16 0	6 16 8 8 0 0 8 0 0 nihil. nihil. 6 2 2 0 6 5 0 5 1 8	100 1 20 20 50 82 50 100 29	04 \\ 39 \\ 18 \\ 93 \\ 39 \\ 37 \\	West White FI Boulog Centra Lyons Orlean Paris	Yorksh haven a sench f gne and d of Fi and A as, Tous and Ly	ireand Mar Allway: Amien Ance vignon. rs & Bor	ryport s. nsl	1,000, 100, 1,500, 1,280, 2,400, 2,000, 2,500
aris and Orleans aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale lster. armouth and Norwich.	82 84 19 19 88 30 25 20 ₁	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 187,500	0 400,000 0 179,852 0 311,759 0 1,530,277 0 154,785 20,000 0 62,500	355,161 951,455 3,464,172 590,006 348,626 230,250	9,071 31,247 4,191 11,895 40,993 8,509 5,401	91,171 7,066 14,876 81,482 18,414 13,856	0 10 6 0 15 0 0 10 6 1 0 0 0 15 0	0 6 16 8 0 8 0 0 0 nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil.	100 1 20 20 50 82 50 100 29 16	04 \\ 39 \\ 18 \\ 93 \\ 55 \\ 25 \\	West White Boulog Centra Lyons Orlean Paris	Yorksh haven a sench f gne and l of Fi and A as, Tous and Ly and Or	ire and Mai Allway: A Amier rance vignon rs & Bor ons leans	ryport s. ns !	1,000, 100, 1,500, 1,280, 2,400, 2,600, 1,600,
aris and Orleans	82 84 19 19 88 30 25 201 28	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	0 400,000 0 179,852 0 311,759 0 1,530,277 0 154,785 20,000 0 62,500	355,161 951,455 3,464,172 590,006 348,626 230,250	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132	91,171 7,066 14,876 81,482 18,414 13,856	2 10 0 0 16 0 0 10 6 1 0 0 0 15 0 2 10 0	6 16 8 0 0 nihil. nihil. 0 2 2 0 6 5 0 0 nihil. 0 10 0 0	100 1 20 20 50 82 50 100 29 16 50 1	04 \\ 39 \\ 38 \\ 93 \\ 37 \\ 25 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	West White Fit Boulog Centra Lyons Orlean Paris Paris Paris	Yorksh haven a gene and l of Fr and A as, Tour and Ly and Or and Ro	ire and Mail All Ways I Amien rance vignon. rs & Bor ons leans	ryport s	1,000, 100, 1,500, 1,280, 2,400, 2,600, 1,600, 1,400,
aris and Orleans aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale. lster. armouth and Norwich. ork and N. Mid. and Leeds and S	82 84 19 19 88 30 25 201 201 Miscell	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	0 400,000 0	355,161 951,455 3,464,172 590,006 348,626 230,250 676,644	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132	91,171 7,066 14,876 81,482 18,414 13,856	0 10 6 0 15 0 0 10 6 1 0 0 0 15 0	6 16 8 0 0 nihil. nihil. 0 2 2 0 6 5 0 0 nihil. 0 10 0 0	100 1 20 20 50 82 50 100 29 16 50 1	04 \\39 \\38 \\39 \\39 \\39 \\39 \\39 \\30 \\\30 \\\ of \12 \\	West White Fit Boulog Centra Lyons Orlean Paris Paris Paris	Yorksh haven a gene and l of Fr and A as, Tour and Ly and Or and Ro	ire and Mail All Ways I Amien rance vignon. rs & Bor ons leans	ryport s	1,000, 100, 1,500, 1,280, 2,400, 2,400, 2,500, 1,600, 1,400,
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. 'aff Vale lister. armouth and Norwich. ork and N. Mid, and Leeds and S Steam and	82 84 19 19 88 30 25 201 201 Miscell	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 1,062,500 kincous,	0 400,000 0 179,852 0 311,759 0 1,530,277 1 154,785 0 20,000 0 62,500 167,500	355,161 951,455 3,464,172 590,006 348,626 230,250 676,644	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132	91,171 7,066 14,876 81,482 18,414 13,856 55,752	2 10 0 0 16 0 0 10 6 1 0 0 0 15 0 2 10 0	0 6 16 8 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 1 20 20 50 82 50 100 29 16 50 1	04 39 38 18 55 37 25 of 1	West White Property Boulog Centra Lyons Orlean Paris Paris Paris Am't. of share	Yorksh haven: RENCH F gne and l of Fr and A ns, Tou and Ly and Cr and Cr and Ro Amount paid.	Anic Market Amier	ryport s	1,280, 2,400, 2,000, 2,500, 1,600, 1,400,
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale. lister. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Num. of shares.	82 84 19 19 88 30 25 20½ 20½ Miscell	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 1,87,500 1,062,500 ancount paid.	0 400,000 0 179,852 0 311,759 0 1,530,277 1 154,785 0 20,000 0 62,500 167,500	355,161 951,455 3,464,172 590,006 348,626 230,250 676,644	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132	91,171 7,066 14,876 81,482 18,414 13,856 55,752 XAME Of	0 10 6 1 0 0 0 15 0 0 15 0	0 6 16 8 0 0 8 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	100 1 20 20 50 82 50 100 29 16 50 1	04 39 38 18 55 37 25 of 1	West White FI Boulog Centra Lyons Orlear Paris: Paris: Paris: Am't. of share	Yorksh haven: RENCH Figne and I of Friend Ans, Tour and Arand Orland Room Amount paid.	ireand Marante Manuer ancevignon.rs & Boronsleansuen Div.p.c. per ann 70	ryport s	1,000, 100, 1,500, 1,280, 2,400, 2,600, 1,600, 1,400,
aris and Orleans aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale lister. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. outh Inglo Mexican Mint. 10,00 arit Dry Rot.	82 84 19 19 19 88 30 25 201 28 Miscell Am'r. of share.	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 1,062,500 aneous. Amount I paid. 10	0 400,000 0 179,852 0 311,759 0 1,530,277 0 154,785 0 20,000 0 62,500 0 167,500 Div. p. c. L pr	355,161 951,455 3,464,172 590,006 318,626 230,250 676,644 ast price price 15t	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132 int Louis Mon	91,171 7,066 14,876 81,482 18,414 13,856 NAME Of	2 10 0 0 16 0 0 10 0 0 15 0 0 10 0 0 15 0 0 0 15 0 0 0 0	0 6 16 8 0 0 8 0 0 nihil. nihil. 6 2 2 0 0 6 5 0 0 nihil. 010 0 0	100 1 20 50 82 50 100 29 16 50 1 Num. share	04 39 38 18 93 39 55 37 25 6 5. 70 1 409 1	West White Fr Boulog Centra Lyons Orlear Paris Paris Paris 421	Yorksh haven: RENCH Figne and I of Figne and Lyand Criand Road Road Road Road Road Road Road Roa	ire	ryport s	1,000, 100, 1,500, 1,280, 2,400, 2,400, 2,500, 1,600, 1,400,
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale lister. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. outh Trust Company 10,00 5,76 10,00 5,76	82 84 19 19 19 19 19 19 19 1	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500	0 400,000 0 179,852 0 311,759 0 1,530,277 1 154,785 0 20,000 0 62,500 0 62,500 0 62,500 1 167,500 1 15 1 15 3 3 3	355,161 951,455 3,464,172 590,006 348,626 230,250 676,644 230,250 676,644 24,20 154,20 154,20	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of	2 10 0 0 16 0 0 10 6 1 0 0 1 0 0 2 10 0 F COMPA gh eire	6 16 8 0 0 8 0 0 nihil. nihil. nihil. 0 0 0 5 1 8 nihil.	100 1 20 50 82 50 100 29 16 50 1 Num. share	04 39 38 18 93 39 55 37 25 of 1 409 11 500 15	West White Property States of Centra Lyons Orlear Paris Paris Paris Paris 1421 (000 (000 (000 for central paris 150 for central pari	Yorksh haven is RENCH Figure and I of Frank Ans, Tour and Lyand Or, and Road Amount paid. Amount paid. 1421 100 100	ireand Markall May Amier Ancevignon res & Boronsleansleansleansleanslpiv.p.c.per ann70	Last price.	1,000, 1,500, 1,500, 1,280, 2,400, 2,500 1,600, 1,400, Pres pri 160, 117
aris and Orleans aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern aff Vale lster. lster. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. Inti Dry Rot. Lustralian Trust Comparideneral hteam Navigation Name Of COMPANY. Steam and Num. of Shares. 10,00 10,00 20,00	82 84 19 19 19 88 30 25 201 28 Miscell Am'r. of share.	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 aneous. Amount 1 paid. 1 10 181 35 14	0 400,000 0 179,852 0 311.759 0 1,530,277 1 54,785 0 20,000 0 62,500 167,500 0 175,000 167,500 175,00	355,161 951,455 3,464,172 590,006 348,626 230,250 676,644 24 254 254 254 274 275 27	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132 Mon Meli Mac	37,794 91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou, amouths, ton Mov sey and celesfield	2 10 0 0 16 0 0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh eire	0 6 16 8 0 0 8 0 0 nihil. nihil. nihil. 6 2 2 0 6 5 5 1 8 nihil. 10 0 0 0	100 1 20 20 50 82 50 100 29 16 50 1 Num.	04 \ 39 \ 38 \ 38 \ 38 \ 38 \ 39 \ 39 \ 39	West White Property States of the Property St	Yorksh haven a kench Figure and I of Figure and Lyand Crand Roward Crand Roward Crand Roward	ire and Marker Mar	Last price. 1140 1160 117	1,000, 100, 1,500, 1,280, 2,400, 2,500, 1,600, 1,400, Pres prid 160 117
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale. lister. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. outi Dry Rot. outi Dry Rot. outi Dry Rot. outit Western Steam Pa.	82 84 19 19 19 25 20 20 20 20 20 20 20 20 20 20 20 20 20	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,155 187,500 1,062,500 meous- Amount 1 paid. 1 10 181 35 14	0 400,000 179,852 0 179,852 0 311,759 0 1,54,785 0 20,000 62,500 167,500 20,000 167,500 20,000 167,500 10 20,000 11 20 20 20 20 20 20 20 20 20 20 20 20 20	355,161 951,455 3,464,172 590,006 348,626 230,250 676,644 2 154 2 154 2 27 590,006 230,250 676,644	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132 mat Mon Meli Mer Meac Near	37,794 91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou amouths ton Mov sey and celesfield th.	2 10 0 0 16 0 0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh eire vbray Irwell.	0 6 16 8 0 0 8 0 0 0 nihil. nihil. nihil. 6 2 2 0 0 0 5 1 8 nihil. 010 0 0	100 1 20 20 50 82 50 100 29 16 50 1 Num. share	04 \ 39 \ 38 \ 38 \ 38 \ 38 \ 39 \ 39 \ 39	West White Pit Boulog Centra Lyons Orlear Paris: Paris: Paris: 421 (00 (00 (00 (00 (00 (00 (00 (00 (00 (0	Yorksh haven is RENCH Figne and I of Frand A or and Lyand Or and Road Mount paid. 1421 100 100 100	ire	Last price. 1140 117 15 365	1,000, 100, 1,500, 1,280, 2,400, 2,500, 1,600, 1,400, Pres prid 160 117
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. buth Eastern. aff Vale lister. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. nti Dry Rot ustralian Trust Compair eneral hteam Navigation t Western Steam Pa letropolitan Wood Pav. 15,00	S2 S4 S4 S4 S5 S5 S5 S5 S5	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,155 187,500 1,062,500 Mecuts 100 18½ 35 14 100 6	0 400,000 179,852 0 179,852 0 311,759 0 1,530,277 0 20,000 0 20,000 0 62,500 0 167,500 0 167,500 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	355,161 951,455 3,464,172 590,006 318,626 230,250 676,644 	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132	37,794 91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou imouths in Moving and colesfield th.	2 10 0 0 16 0 0 10 6 1 0 0 0 15 0 2 10 0 F COMPA	6 16 8 0 0 8 0 0 nihil. nihil. nihil. 5 2 2 0 0 5 1 8 nihil. nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 1 20 20 50 82 50 100 29 16 50 1 Num. share	04 \ 39 \ 38 \ 38 \ 38 \ 38 \ 39 \ 39 \ 39	West White Fr Boulog Centra Lyons Orlear Paris: Paris: Paris: Paris: 421 100 100 100 100 100 100 100 100 100 1	Yorksh haven is Rench Figne and I of Figure and I of Figure and Lyand Orland Roward I of I o	and Matallways Amier ance vignon . rs & Bor ons	Last price. 1140 115 365 505	1,000,100,1,500,1,280,1,280,1,280,1,280,1,280,1,280,1,300,1,400,1177
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. aff Vale lister. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. outi Dry Rot. outin Trust Compandereral hteam Navigation of Western Steam Pa letropolitan Wood Pav. atent Elastic Pav. 15,00 10,00	S2 S4 S4 S4 S4 S5 S6 S6 S6 S6 S6 S6 S6	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 aneous. Amount paid.	0 400,000 0 179,852 0 311,759 0 1,530,277 0 20,000 0 62,500 167,500 0 179,900 167,500 179,900 189,900 199,900	355,161 951,455 3,464,172 590,006 318,626 230,250 676,644 2 2 154 2 2 14 7 154 27 154 27 154 27	9,071 31,247 4,191 11,895 40,993 8,509) 5,401 27,132 mit	37,794 91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou, mouths ton Mov sey and celesfield th	2 10 0 0 16 0 10 0 10 0 10 0 10 0 10 0 0 15 0 0 12 10 0 0 15 0 0 15 0 10 10 10 10 10 10 10 10 10 10 10 10 1	6 16 8 0 0 8 0 0 nihil. nihil. nihil. 6 2 2 0 6 5 0 5 1 8 nihil. nihil.	100 1 20 20 50 82 50 100 129 16 16 17 Num. share	04 \	West White Present Paris Central Lyons Orlear Paris Pa	Yorksh haven is Rench Figne and I of Figne and I of Figne and Carlot I of Figne and Carlot I of Figne and I of	ire	Last price. 1140 165 365 505 225	1,000, 100, 1,500, 1,280, 1,280, 22,400, 22,500, 1,600, 1,600, 1,600, 1,700, 1,600, 1,600, 1,700, 1,600, 1,700, 1,
aris and Orleans. aris and Rouen reston and Wyre. heffield and Manchester. outh Eastern. laff Vale. lster. armouth and Norwich. ork and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Inglo Mexican Mint. Inti Dry Rot. Inti	S2 S4 S4 S4 S5 S6 S6 S6 S6 S6 S6 S6	1,600,000 1,440,000 830,000 1,150,000 2,996,000 465,000 519,155 187,500 1,062,500 ***Meount 100 18\frac{1}{2} 35 14 100 6 1 50	0 400,000 0 179,852 0 311,759 0 1,530,277 0 20,000 0 62,500 167,500 0 179,900 167,500 179,900 189,900 199,900	355,161 951,455 3,464,172 590,006 318,626 230,250 676,644 20,250 154 21 154 27 154 175 181 181 181 181 181 181 181 18	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132 mit	37,794 91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou, imouths ton Mov sey and celesfield th ord ents or I	2 10 0 0 16 0 0 10 6 0 15 0 0 0 15 0 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 0 0	0 6 16 8 0 0 8 0 0 nihil. nihil. nihil. 6 2 2 0 0 6 5 0 5 1 8 nihil. 010 0 0	100 1 20 20 50 82 50 100 100 15 50 11 Num. share	04 \	West White Prison Paris Sories Paris	Yorksh haven : RENCH Figne and I of Figne and Lyand Crand Road Amount paid. 1421 100 100 100 100 100 1331 125	ire ire ire ire and Ma tallway: I Amier rance vignon. rs & Bor ons, leans biv.p.c. per ann. 70 10 10 10 10 21 17 30 21 6	Last price. 1140 160 117 15 365 505 120	1,000, 100, 1,500, 1,280, 1,280, 2,400, 1,2500, 1,600, 1,400, 160, 117, 15,365, 25,120
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Correspondents will oblige us by sending in their | communications by Monday morning at lalest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, May 15, 1845.

ERRORS will sometimes occur in well regulated establishments, and they may sometimes therefore be expected in ours-and will, we hope, be overlooked, when the past cannot be remedied. It is ex-either by mischievous types, or roguish boys-as we were in the two last numbers of the Journal. By some means, either accidental or designedly, the figures \$250,000, standing in the column of the "cost," in the table of "American Railroads," opposite "No. 8-Berkshire railroad," are out, and all the figures in that column are elevated one line above their proper place: by which operation the Charlestown branch railroad is represented as having cost \$2,-388,631!, and the Norwich and Worcester road was built for the trifling sum of \$87,000 !!, and the West Stockbridge road is made to cost only \$7,585,202!!!, 156 miles in length, over mountains and broad rivers, appears to have cost only \$8,431!!!!, and so of all the rest down to "No. 46-Morris and Essex," which, having nothing else to do, has gone in search of the cost of the "Berkshire"—thus equalizing the number chaps.

We shall not, we trust, be prosecuted for the thirtysix libels, twice told, of which we plead guilty in the premises, as we have detected, corrected and acknowledged the wrong before it was pointed out to us even by the injured parties. But let us once catch the rascal who committed the deed-and-

RAILROAD ACCIDENTS.

It is painful to record the numerous accidents on railroads-and it is equally painful to think that many of them result from carelessness, either of those who have charge of the roads or trains, or-which is quite as frequent-of those who suffer. There is, however, another source prolific of serious accidents. We have often observed that, in the construction of bridges and depots, there is not space enough between the posts for the passage of cars of the width of those in common use; and in many cases where there is a double track, they are too near together; so near, indeed, that a man would be crushed if he happened to be caught between two passing trains, or a loaded car, on the other track-as recently occurred on the Philadelphia and Reading railroad. Now one thing is certain, and should therefore be, as far as possible, guarded against. We all know that men will be thoughtless sometimes, and intently and necessarily engaged at others, so as to be wholly unconscious of approaching danger; therefore, in the construction of railroad bridges, and the entrance to depots, there should always be space allowed for a person to stand, or pass; or the cars should be made narrower, and thus allow sufficient space. In the construction of new, or rebuilding of old structures, this subject should be well considered.

to give credit, to that excellent paper, the Pottsville ning last: "Miners' Journal," for our reports of the Pennsylvania coal trade

"The demand for coal is very brisk at present, particularly for large white ash, and the price has advanced. A large portion of the Schuylkill valley, and the whole of the Mill Creek region, remains cut off from the market, in consequence of the roads being taken up to widen the tracks between the Reading railroad and the connection. The Mill Creek road will be ready in about three weeks. The Little Schuylkill railroad, at Port Clinton, has been com-

" Vessles are very scarce at Philadelphia, to carry coal to eastern ports, and freights have advanced."
Freights from Pottsville to Philadelphia, 70 cents, to New York, \$1 80.

THE COAL TRADE.—Sent by railroad from Potts ville and Port Carbon, for the week ending on Thurs-From Schyulkill Haven..... 5.979 05 Per last report..... ...92,358.05

.98,337-10 From Port Clinton..... 130.18 153,335-19 BY CANAL. From Pottsville and Port Carbon. 3,275-15

From Schuylkill Haven—total up to Thursday evening....

otal by railroad and canal...........192,310-16 MOUNT CARBON RAILROAD .- The amount of coal

transported over this road for the week ending on Thursday evening last, is Per last report, 51,824 - 58,104 Total.

LEHIGH COAL TRADE.—Despatched this season up to 5th mo. 3d, 1845, from Mauch Chunk. Lehigh coal and navigation co.

4995

12224

Summit.

6819 Room Run, Beaver Meadow railroad and coal co., 2463 From Penn Haven.—Hazleton coal co. 2270 From Rock Port.—Buck Mountain coal co., 642

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, Room run do., -Beaver Meadow railroad and coal co., 23195 8205 From Penn Haven—Hazleton coal co., From Rock Port—Buck Mountain coal co., 7204 2050 40,655

PINE GROVE COAL TRADE.-Transportation on Union canal railroad from 16 to 30th April (inclusive.)

Tons cwt. gr. 2879 8 0 3667 1 2-3667 6,546 9 2 Per last report, March, 1845 548 16 0 2410 00 2-

WYUMING COAL TRADE-Total to May 3d, 5758.

MINEHILL AND SCHUYLKILL HAVEN RAILROAD. The following is the amount of coal transported over kill Haven and Philadelphia.

We are indebted, though we sometimes omit this road, for the week ending on Wednesday every give credit, to that excellent paper, the Pottsville ning last:

6,500.04 Per last report, 94,953-03

> MIAMI CANAL .- The water, says the Cincinnati Gazette, is to be let out on the 20th inst., to make general repairs, and will remain out two or three weeks.

TIDE WATER CANAL.—The Baltimore American ays: "We are gratified to find from the following letter from our correspondent at Havre de Grace, pleted, and the first train of cars departed from that that the trade on this important work is rapidly and place on Thursday last.

When further progress is made steadily increasing. When further progress is made. in the completion of works having for their object the ready and cheap transportation of anthracite coal to the Pennsylvania canals, and thence to the Chesapeake bay, by means of the Tide Water canal, there is no doubt that Baltimore will participate largely in the lucrative and prosperous trade that will be opened."

HAVRE DE GRACE, May 1, 1845. GENTLEMEN: Since the opening of the canal, this season, the number of arrivals of boats has been 600 of which 285 have been towed to Philadelphia, and 205 to Baltimore, making 80 boats in favor of Philadelphia. There have cleared from this place north-wardly, up to this date, 528 boats; to the same date last year, 392 boats, which is an increase in favor of this year, thus far, of 136 boats.

RAILROADS AND CANALS 'IN OHIO.

We learn from the Cincinnati Gazette, that Mr. Mills, who negotiated the loan in Boston for completing the railroad from Sandusky to Cincinnati, had reached the latter city; and that energetic measures will be adopted for its early completion in a substan tial manner. The editor of the Gazette wisely urges that the structure be of the most permanent kind rather than that it be completed in the shortest possible period. In this we cordially agree with him, and hope to see that his opinion of the managers of the work is correct, when he says, of the directors,

"They will look to one thing, as, after all, the important matter-durability. For they, or any company, will save time and money, if not life, in such an undertaking, who make this the test; and this the sensible directors of the Miami and Mad River road understand perfectly well. We may assure our readers, then, of this—that the work will be finished just as soon as it can be safely done."

> The directors of the Concord railroad have declared a dividend for the last six months of six per cent. This makes a dividend of thirteen per cent. for the last year, with a respectable surplus on hand.

> We always record, with pleasure and pride, the extraordinary performances of American machinery, and especially of American locomotive engines. The following statement is taken from the Pottsville "Miners' Journal," of 10th inst. This engine hauled what would load the largest ship which sails out of the port of New York.

"The greatest draught ever made over any railroad in the world, was made on Tnesday, by Wm. Norris & Co.'s new engine, the Atlantic, over the Pottsville and Philadelphia road. The Atlantic started from Schuylkill Haven on Tuesday, with 150 tron cars, weighing 390 tons, and containing 744 tons, one hundred weight of coal, total weight, exclusive of weight of engine, 1,134 tons, one hundred weight. This enormous train and weight she started without aid, and during the whole draw from Schuyl-Amount transported on Swatara railroad, during kill Haven to Phlladelphia, she never once slipped - 2959 6 2 a wheel, or required assistance from other engines, but performed her work alone and beautifully, and May 3d. 5758 in a shorter time than has been made before over the road by any engine with a coal train. She broke but two couplings in the whole draw between Schuyl-

at a time. A model boat on this plan was were required to meet its wants. built and put in operation on the first open-Durham boats, that had been in use on the At this time, no attention of consequence Delaware and Hudson canal. Mohawk river. As soon as the canal was appeared to have been given to other conopened, these river boats, being ready, en. siderations, than what was sufficient to af. Roundout, near the west bank of the Hudtered the canal, and engaged more or less ford the necessary capacity to the trade- son river, runs through Ulster, Sallivan, and in its navigation. The boats then built for economy in the traction of boats was not part of Orange county, in this state, to the the canal, followed more the form of the generally regarded. At that time, I was Delaware river, near Carpenter's Point, a river boats than the model canal boat.

have been used in the navigation of this ca. was, at that time, a canal commissioner, Lackawaxen river; crossing the Delaware, nal that would admit of two passing a lock and had charge of that canal. With Mr. t follows the valley of the Lackawaxen, in at the same time. At the time the Erie Bouck I had frequent conversations in re- Pennsylvania, about 25 miles, to the village canal was commenced, there were intelli- lation to the improvements contemplated on of Honesdale. The total length is about 108 gent men, who advanced the opinion, that the Erie canal. Having an intimate know- miles, and has - feet lockage in 110 it would not be capable of accommodating ledge of the greatest portion of the Eric callocks. At Honesdale, the canal meets the the freight that would ultimately seek this nal, and knowing the necessity of many im. Carbondale railroad, by which the coal of channel for market. When the subject of provements, it appeared to me important the Lackawana valley is there brought to dimensions was discussed by the canal com- that nothing should be done until the whole it. The main object of the canal was the missioners and engineers, they decided on subject was well considered. The trade coal trade. The canal was commenced in the original size, as being under, all the cir. had increased beyond the highest expecta- 1825; in the fall of 1829 it was opened for cumstances, best calculated to meet the in-tion of its friends, and had every prospect prospect terests of the enterprise. The novelty, at that time, of such undertakings, the great come. It appeared to me that three con-That portion of the route lying in the valmagnitude of the work, and the incredulity siderations were important to be kept in leys of the Lackawaxen, Delaware, and of a large portion of the citizens as to its view .- first, to provide a capacity that lower Roundout rivers, was of a very diffisuccess and usefulness, no doubt, produced a cautious action on the part of the commissioners in settling this question. The sportation; and, third, to provide for a class steep and high hills—to a large extent, friends of the enterprise were generally sa. of boats that could be towed safely and eco. rock rising from the water's edge to sevetisfied with their decision. Accustomed to nomically on the Hudson, thereby saving ral hundred feet in height. The enterprise, view the power of a horse as sufficient to the expense, delay, and loss consequent on at the time the work was begun, required draw but half or three quarters of a ton, an transhipment. improvement that would increase his capacity to 30 tons, seemed to reach all the enterprise, and requested me to investigate meet, and to sustain the means necessary, economy that could be expected.

or less of sand, mud, and gravel on its bot. that time.

THE ERIE CANAL ENLARGEMENT. vigation was opened; and, being necessarily subsequently—denying that it would be re-When the Erie canal was constructed, it a difficult and expensive operation, was alized in practice. I have never known, was calculated that boats of thirty tons rarely done so as to give the navigation the however, that any one has entered into any would be best adapted to its navigation; benefit of a full depth of water. The local investigations to prove its fallacy; nor have such a boat it was expected would be drawn tion of locks, particularly at Cohoes, and I ever doubted that this economy in tranby one horse. The size of the boat was to the narrow and crooked channel of the ca-sportation, on the completion of the enlarge-be seven feet wide, draw three feet of wa. nal, at Little Falls and other places, contri-ment on this scale, as finally settled upon ter, and be seventy-five feet long. In view bute much to impair the navigation. Un- by the Canal Board, would be fully realized. of this kind of boat, the locks were made der these circumstances, the rapidly increas. So long, however, as the work remains unninety feet long and fifteen feet in width ing trade had so filled the canal, in 1833, finished, the question in relation to this cain the chamber, designed to pass two hoats that measures to improve the navigation nal cannot be practically settled.

The consequence has been, that no boats canal. The late governor, Wm. C. Bouck, ware about 22 miles, to the mouth of the

the question relating to economy of tran- in the face of a strong public sentiment, The dimensions of this canal were 28 sportation. In January, 1835, I addressed which had arrayed itself against it. feet in width at bottom, 40 feet at top wa-ter, and 4 feet deep. It is but simple justice to the managers vestigations. This letter he submitted to of this work to say, they evinced, under The necessity of economizing the expen-the canal committee of the assembly, who great discouragements, an eminent degree ditures, and the want of experience, led to appended it to their report of that session, of devotion, ability and perseverence, in many errors in the original construction of In that letter, I endeavored to-show that, on completing a work that has conferred great this work. Among these may be mentioned a canal of 70 feet width at surface, and 7 benefits on the city of New York. Althat of laying the canal, to a great extent, feet deep, with locks 16 feet wide, and 110 though other avenues to the coal fields of on a low level as compared with the adja- feet long in the chamber, the power of trac- Pennsylvania have since been extensively cent country and the streams that passed it. tion required would be about 53 per cent. opened, and the price of coal greatly re-By this means, numerous small streams, per ton—and that the total cost of tran-and some large ones, emptied their waters sportation would be 50 per cent., or one tion, that this avenue, connecting with the directly into the canal, and deposited more half-of that required on the Eric canal at tide water of the Hudson, affords a highly

mostly in the spring of the year, before na. disposed to question, both at that time and price of that article. The canal was made

But the value of this kind of improve-Im May, 1834, the legislature authorized ment has not escaped the vigilant eye of ing of the middle section of the canal. The the canal commissioners to double the locks private enterprise. Incorporated companies model was taken from English canal boats. between Albany and Syracuse. The com- have turned their attention to it for the pur-It was doubtless considered that experience missioners, during that season, had surveys pose of increasing the capacity, and econoin England had led to this, as best adapted and examinations made to carry out this mising the expense of transportation. The to canal navigation. The model, however, measure. This gave rise to a discussion of Delaware and Hudson Canal Company was never copied on the Erie canal. There the question, whether the second set of locks have carried an improvement of this kind would probably have been some experiment. should not be adapted to a canal of larger to such an extent as to afford very interesting on the model plan, had not the first na. dimensions, with such improvements in its ing results. I will introduce their experivigation of the canal been made with the general character as were practicable?- ment with a few general remarks on the

This canal commences at title water, at engaged as the engineer of the Chenango distance of 60 miles, thence up the Delathe most energetic and persevering efforts Mr. Bouck took a deep interest in this to surmount the natural obstables it had to

important competitor to more distant chantom. This deposite had to be removed This investigation many persons were nels, and must do much in regulating the

feet on the surface, (in some parts 36 feet,) me that these boats, during the time the of transportation 33 per cent.; we are, and 4 feet depth of water. The locks are water was full height, were navigated by the therefore, led to the conclusion, that an en-76 feet long between the gates, and 9 feet same power that had always been employed largement of the Eric canal of 200 per cent, wide. It was designed for boats of 30 tons. on the old boats, previous to the enlarge. Will reduce the cost of transportation, at At the time it was projected, it was not supposed its annual business would exceed is, by one horse. They have a regulation nal would be advantageously towed on the 150,000 tons. In consequence of the in- on this canal, by which boats that perform Hudson, saving all the delay, expenses of creasing demand for coal, and the import- their trips in nine days are paid a higher transhipment, and consequent breakage, and ance of improving the means and the eco-price per ton than when a longer time is one set of agencies, which it is believed nomy of transit, the company turned their taken. This rule has long been established, would save full 50 per cent. of Hudson river attention, in 1842, to the subject of enlarging their canal. The plan submitted by R. larity in the delivery of coal. The boatment. The tolls on the canal are, probably, F. Lord, Esq., their engineer, was to raise men, therefore, have an inducement to use nearly equal (taking the general average) to the water one foot, making the canal 5 feet all diligence in navigating their boats. deep instead of 4 feet. By this proceeding. The new boats, with 45 tons, on the com-its top width would be increased from 32 pleted improvement, have made their trips transportation would be equal to at least 25 feet to 35 or 36 feet, according to the slope quite as easily within the time as on the per cent. of the total cost of toll and transported the banks. The cross section of the wa-old navigation, with 31 tons; and hence it tation. That this reduction would materiter way of the original canal was 104 square is estimated, the cost of transportation will ally increase the trade, is obvious on the feet; and as enlarged, 137½ to 140 square be reduced from \$1 34, in 1842, to 90 cts., least reflection. That this reduction will feet according to the slope. Taking 139 as in 1845. Further, the saving in the price be effected by the completion of the enlarge-36 per cent. greater than the original secomore than re-imbursed the expense of the doubttion. This plan of enlargement was com- enlargement. menced in the latter part of the season of progressed so far, that they began to give enlargement of the section of the canal of tion of the proposed improvement. The the canal increased depth of water. This 36 per cent., has increased the capacity of fact, that this estimate falls very much being that year. From this partial condition paring the price of transportation, that on discrepancy. I made the estimate for the of the alteration, the boats increased their the enlarged canal, is 67 per cent. of the section commencing at Albany, and extendaverage tonuage from 31 to 35 tons, in the cost on the old canal. Here we see that a ing 57 miles west. The principal object 227,605 tons. At the opening of naviga-tion, in 1844, owing to the unsettled condi-This canal, as enlarged, has not the section of the new work, and the effect of frost tional area required for the most favorable calculations of quantities and cost. No great on recently raised banks, the water was not traction of a boat of 45 tons, and, consecuracy could be expected from the limited put on the full height to which it had been quently, more tractile power is required, time given. The aggregate of this estimate carried the fall previous. As the season ad- than would be necessary if it was the most was about \$12,500,000, and the damages vanced, the water was gradually raised; favorable section; but, notwithstanding the for land would have increased it to probaand, in autumn, of that year, was brought transportation derives great advantage from bly, about \$14,000,000. to the full depth of five feet. There were the measure of improvement, the boats for the canal that season, (1844):-First, the require the same relative section for 45 which have not been observed, so far, in the old boats, without alteration; second, the tons, as they do for 31 tons. old boats, raised, so as to give them increased draft of water; and third, new boats, built sportation before alluded to for the Erie ca. faster than the surplus tolls would afford for the enlargement.

The average tonnage of the 1st class (for original form to that of the proposed 7 feet much more rapidly, by additional funds, ob-

1844) has been Do. of the 2d class,

 $39_{10}^{2}\atop 42\frac{1}{2}\frac{3}{6}$ Do. of the 3d class, The average for all the boats has

been

The total quantity of coal bro't

down the past season was 251,000 tons. this improvement on the price of freight :-

provement was brought into use, was \$1 34 adequate freedom in their movement in struct double locks; but the estimate should

The price, in 1844, the improvement fully in use only the latter part of the season.

generally 20 feet wide on the bottom, 32 and upwards. The engineer has informed ment of 36 per cent. has reduced the cost

1842. In the spring of 1843, the work had been very carefully observed, shows that an four engineers, each taking a certain seccourse was proceeded in by a gradual pro- boats navigating it 45 per cent., and this low the cost of the work, so far as it has cess, continuing through the season, but not without at all increasing the cost of traction, progressed, has been severely animal verted reaching the full plan of improvement dur- or the hands to manage the boats. Com- upon, and calls for some explanation of the year 1843. The quantity of coal brought saving of one-third the expense of transport was to obtain an approximate estimate of down the canal that season, (1843,) was tation has been effected on a canal, by en-different dimensions of enlargement. From

three classes of boats used for navigating this canal, from their form and size, do not was based on the following considerations,

In the calculations of the expense of trannal, the relation of the sectional areas of the funds. traction, or one-half the cost per ton on the in a short time. old canal. It was regarded as important to passing each other, and more fully to feel have the benefit of the additional set. their rudders. It is obvious, a boat navi. 3d. The plan of work, embracing mecha-

the cost of transportation at this time; the the average, the enlarged section is about of freight, in the years 1843 and 1844, has ment, can no longer admit a reasonable

In 1835, an estimate was made, under This experiment, which appears to have the direction of the canal commissioners, by two to three months was all the time given to make this examination, prepare plans and

So far as I was concerned, this estimate construction of the work-to wit :-

1st. The work was to be prosecuted no Whereas, it has been prosecuted. 36,7 tons. canal, are as 1 to 2.94; or, the enlarged tained by loans to a large amount, at a canal is nearly 200 per cent. greater area time when prices for labor and materials than the original size. This measure of en- were high, and still further enhanced by largement was to give the most favorable putting a large amount under contract, with-

2d. Only one set of locks was conteman economical transportation, with large plated by the estimate; whereas, double The following will show the influence of boats, in a crowded and promiscuous trade, locks of a very expensive character have is improvement on the price of freight:— that the section of canal should be liberal, been constructed in numerous cases. I do The price per ton, in 1842, before the im- not only to favor their traction, but to allow not contend that it was inexpedient to con-

0 97 gating a comparatively shallow and narrow nical structures, was contemplated in the This success has induced the company canal will not obey its rudder as readily, or estimate, (so far as I was concerned,) to be to decide on a further enlargement of their be as easily managed, as on a broad and plain and substantial; having regard to adcwork. The new boats, of which 135 were deep channel.
in use during the autumn, when the full The experience on the Delaware and ence of the navigation, and proper symmetric property of the navigation, and proper symmetric property of the navigation. depth of water was enjoyed, carried 45 tons Hudson canal has shown that an enlarge try in design; whereas, a very expensive

manency, has, to a great extent prevailed. the canal, and thus, to a great extent, re-It is due to myself to say that I carnestly lieve the canal from this impediment. years to come. For several years it has been contended by the opponents of this remonstrated against this, in the outset;— By proceeding with a more thorough system enterprise, that the freight furnished by the urging that it was unnecessary, and would tem of cleaning out the bottom, and raising forest would fall off as rapidly as that of prise. In this I was supported by Commissioner Bouck, who has, in all my intercourse, and, in 1841, it had reached some Bouck, who has, in all my intercourse, and this time, but little of the new manifested a deep interest in the success of work had been brought into use. In 1842, sed last winter, in the report of H. Seymour, that have been added to the plau of enlarg- use at places where the old work was alment, which were not decided on at the time ways embarrassing to the navigation. As this State is treated in a manly and ablo of the estimate. I have no doubt some, and the enlargment was now suspended, the manner. By a statement in a late number

been done. The total expenditure, thus far, of the circumstances contributed to this resoluted to the circumstances contributed to this resoluted to the circumstances for land, &c., has been sult. The boats were constructed more full been greater than from all other sources, about \$13,000,000. The length of entire the carring, and a greater portion destination of increase has been greater. larged canal in use last season was near 36 voted exclusively to freight. miles, and 17 miles are to be put in use next spring, making 53 miles of canal in use and there were 257 more lockages in 1844 than a long time to come, have been well susready for use, and 228 structures. There in 1838. The down freight in 1838, was tained by the facts thus far. There can be other work unfinished. There are 117 canal, and which have doubled its capacity, will go on increasing for many years; and, structures in an advanced state—two-thirds have only kept pace with the increasing if we allow twenty years for it to double done. It may be observed, that the more trade. The tonnage of 1838 was a triffe the last year's business, no time should be cond classes, and locks, are generally either present a fair statement of increase, I pro-completed, or in a high state of advance- pose to take 1834, when the trade had no When it is completed from Albany to Syrament. This accounts for the fact that, al- special cause to affect its magnitude. though only a small portion of the improvecommissioners, made in 1839,) to complete greater than in 1834—a period of ten years. will be a self-producing cause of increasing it on the expensive plan on which the work During this time there has been some retrade. That which now will not bear charges much less sum than the above balance.

rage tonnage on down freight was reduced latter only is important in a calculation of of lockages." Again, page 10—"If the from 39 tons, in 1835, to 30 tons, in 1838. capacity. The average price of freight on business on the canals continues to increase, greater attention to the repairs of the canal. freight and tolls, at something over double use at all places from Albany to Syracuse."

They found the bottom in many places the tolls. The total amount of tolls on the much filled with mud, sand, and gravel, Erie canal, for the navigable year of 1844, reports of canal commissioners, the failing which, in fact, had been gradually accumu- was \$2,190,147. The transportation may and deteriorating condition of many of the lating, and, probably, never thoroughly be assumed at \$2,400,000, but say \$2,200, old structures and works on the Eric canal, cleaned out since the first introduction of 000. If the enlarged work, when completed, and the difficulty, from its small section at the water. It is one of the objects of the will effect a reduction of half this sum, as several places, in passing a sufficient supenlargement, by raising the banks, and at it is believed has been conclusively shown, ply of lockage water, during the seasons of

work, not necessary for strength and per-turn land floods and their sediment under 100,000. This trade must increase for many

-(I mean such a revision as is compatible this increase has taken place since the time economy secured for its accommodation.

mode, in executing a large portion of the constructing culverts and aqueducts, to out considering the way trade, would be \$1,-By proceeding with a more thorough sys. enterprise, that the freight furnished by the eventually jeopard the success of the enter- the banks, the average tonnage was gradu- agriculture, &c., would increase; and, therethe improvement. There were items of a portion of the new work, mostly between Esq., chairman of the Canal Committee, in work, not embraced in the original canal, Albany and Schenectady, was brought into the assembly. The document is one of perhaps most of these will be beneficial to commissioners made more vigorous efforts of the Merchant's Magazine, it appears the the improvement.

The enlargement proceeded to the close of 1841, when it was arrested in consequence proved the navigation, that, in 1844, the per cent. over that of 1843, and that the toof financial embarrassments. Since that average down tonnage of boats was about tal tonnage arriving at tide water, in 1844, time, a very limited amount of work has 60 tens, or double what it was in 1838. was 30.6 per cent. greater than that of 1843, It thus appears, Mr. Seymour's views, that Notwithstanding this increase of tonnage, the tonnage would continue to increase for are 40 structures completed, but not in use, 419,249 tons, and, in 1844, 871,537 tons. no doubt that, if adequate provision is made not being connected, in consequence of Consequently, all the efforts to improve the to accommodate it, the trade of this canal expensive parts, such as heavy sections of greater than that of 1836; and, as the time lost in devising a system of proceeding that canal, large aqueducts of the first and se-from 1838 to 1844 may be too limited to will bring the improvement into complete cuse, the trade will derive great benefit; I have not the means of ascertaining the and, by the time it is wholly in operation, ment is in use, more than half the expense tonnage of 1834, except by comparing the say about eight years from this time, the has been incurred, leaving about \$11,000, tolls, which afford a sufficient approxima-000, (by the revised estimate of the canal tion. The tolls of 1844 were 85 per cent. less than \$1,500,000. The improvement has been commenced. Taking into conduction of tolls, the extent of which I cansideration the present, or a fair price for lanot now state, but probably such as would ness. The area of country that will conbor and materials—an economical revision show the tonnage to have increased nearly centrate in this channel, will be enlarged in of the plans of work remaining to be done, if not quite 100 per cent. It will be observed proportion to the increased facilities and

with the present dimensions of the enlarged when the canal was so fully occupied, that In the report of the canal commissioners, canal, and will secure all necessary perma-further capacity was required. In my let-nence and convenience to the navigation) ter to Commissioner Bouck, before referred lockages in 1843, they remark—"The raand a prosecution of the work at a rate of to, I gave it as my opinion, that the tennage pidly increasing transportation of property progress that will not enhance prices, there would be doubled in ten years, and urged on this canal, from those states bordering on can be hardly a doubt, the remaining part this as a reason for adopting a liberal scale the western lakes, will, undoubtedly, greatly of the enlargement may be completed for a for the contemplated enlargement. I have not noticed the return, or up recent report, (January, 1845,) they remark From the accumulation of deposit in the freight, for the reason that, it being much -"The great increase of business on the canal, and causes before alluded to, the ave- less in tonnage than the down freight, the canals has materially added to the number In consequence of this depression in the ton- the canal may be taken at something above it will soon be indispensable to its accomnage of boats, the canal commissioners gave the charge of tolls; or the total charge of modation to have double locks brought into

some places the levels, and, instead of dams, the annual saving on last year's trade, with-greatest pressure in its business. Much

more could be done, if the business was business in the fall trade.

expedition of transportation.

dredging the channels of the creeks, and in importance. will be greatly diminished."

near the upper Mohawk aqueduct, the comtions of the season of navigation, these quire the uninterrupted attendance of the to fold our hands and remain idle?

ther discussed.

equally spread through the season of navi- nals has been much dwelt upon by the op- laid to support the capals, and the people gation, but such an arrangement is imprac- ponents of the enlargement of the Erie ca- will not submit to it. Few persons underticable. The western lakes being closed nal. The total length of the lateral canals stand this process of financiering, which in the winter, the products accumulated at is about equal to that of the Erie canal; has thrown undeserved discredit upon their ports during the suspended navigation, while the tolls on the latter, for the last the state canals. By laws of the state, will, at the opening of spring, rush to marseason were about 90 per cent. of the aggre-\$200,000 of canal tolls have been, and are, ket, and supplies from the Atlantic market gate tolls of all the state canals. There can annually appropriated to the general fund; be immediately called for. Then again, be no doubt, however, that the tolls on the and the salt revenues, which have been creafter harvest, there will be an accumulated Eric canal, have been increased by the trade ated, and are sustained by the canals, am-In relation to the value of the enlarged what extent I am not able to say. That the same direction. Now the process is canal, even for boats used on, and limited money has been, to a greater or less extent, simply to take a portion of the canal reveby the dimensions of the original work, the unwisely expended on the lateral canals, nues, appropriate them to the general fund, canal commissioners, in their report of Jan., there can be no doubt. But is this a suffined them make up a part of the deficiency 1844, remark—" those portions of the enlargement of the Eric canal, which are in use between Albany and Syracuse, and the construction of double locks on the enlarged tral and most fertile portion of our own canals left with their own revenues. plan at points most liable to detention and state, connecting with internal lakes, rivers In their late report, (January, 1845,) the sive inland lake navigation in the world, pears the total canal debt is \$20,713,905;

locks are in constant employment, and re-enterprise, and regard for the public interest, sense of an intelligent people?

ticulars in relation to the subject under con-bly to between \$300,000 and \$400,000; - his corn. sideration. But the limited range of a sin- and a surplus, applicable to the debt of \$2,upon at that time with confidence.

The unproductiveness of the lateral ca- It has been urged that taxes had to be brought to it by the lateral canals; but to ounting annually to about \$100,000, have

It is said we must pay the canal debt, bedelay, have added greatly to the capacity of and artificial canals, spreading its ramifica-the canal, and to the certainty, safety, and tions and usefulness to the great mass of completion of the work. By the recent reour citizens; and uniting the most exten port of the comptroller of the State, it apcommissioners, in speaking of a section of about six miles of enlarged canal, embracing Scoharie creek, to be brought into use next spring, remark—"by this improvement the heavy annual expenses, to which its unfinished structures to point out to fu-about \$950,000. Add to this the annual the state has been heretofore subjected, in importance. ture times our incapacity to appreciate its cost of maintaining the canals, (which the dredging the channels of the creeks, and in To the city of New York, I regard the last year was \$464,334, and taking the whole maintaining dams and towing path bridges, completion of the enlargement of the Erie sum of interest and repairs at the rate of the last year was \$464,334, and taking the whole completion of the enlargement of the Erie sum of interest and repairs at the rate of the last year from the tells of the last praying delays, to which boats have been liable at the old locks, prevented, and inestimable benefits to the interest of all concerned in the navigation of the canal secured." The same report, when sealing of 11 willings, the effect of this canal as a present of the energement of the Erie sum of interest and repairs at the rate of last year, from the tolls of the last navigable year, \$2,446,375, and there is a balance to reduce the expense of interior transportation. She has already felt, in her accumulated millions, the effect of this canal as the rate of last year, from the tolls of the last navigable year, \$2,446,375, and there is a balance to reduce the expense of interior transportation. The surplus some propose mulated millions, the effect of this canal as same report, when speaking of 11 miles of mulated millions, the effect of this canal as to appropriate, after deducting what is carenlarged canal, also to be brought into use originally constructed. If I should underried to the general fund, to the extinguishment spring, known as the Jordan level, the stimute of the canal debt; and this improvenext spring, known as the Jordan level, the commissioners remark—" The canal will receive an additional supply of water from the advancement of their agriculture, manufactures and commerce, the amount would appear incredible. But the time has arrived ded from 15 to 20 years, until this debt is when increased facilities are demanded for soil. In the canal debt; and this improvement, (after more than half the expenditure necessary to complete it on the expensive plan that has been pursued,) is to be suspended for 15 to 20 years, until this debt is locks and two aqueducts, that are in a dilapidated condition, will be saved, and the the accommodation of the increased and in-neration shall pay the whole of this debt, hazzard of interruption to the navigation creasing trade. Great efforts are making with the improvement so far advanced, but to divert as much of this trade to other ports unfinished; and the trade from which this as is practicable. And while the citizens great surplus revenue is derived, be allowed The same report, in speaking of the locks in the interior have a common interest with to suffer from inconvenient and inadequate New York, in reducing the cost of transpor- accommodation during this long term? Can missioners remark—" During the busy poris it consistent with an intelligent spirit of probation of the calm and practical good

If the measure was one of doubtful use-Without questioning the policy that led fulness, and there was reasonable ground to It therefore appears that, in regard to the to a suspension of the enlargement in apprehend it would bring a burden upon the convenience and economy of navigation- 1842, there can be no question the canal people, we should pause until the questions of of repairs of canal, and also in regard to the finances are now in a condition that admits usefulness and finance were well settled. It increasing amount of the trade—the canal of a safe and sufficient system, gradual in is not to be doubted that inexpedient expen-commissioners are deeply impressed with its commencement, and looking to the com-ditures have been made; but they are past, the usefulness of this improvement: and the pletion of the enterprise at some eight years and can only be useful as beacons to guide friends of the enterprise do not appear to from this time, without increasing the state us in the future. There is no reason, how have over estimated its necessity and im- debt. There can be no reasonable doubt, ever, that because some have failed that that the tolls at the end of six or eight years will which is proverbially good should be ne-Several valuable and interesting public amount to \$3,000,000 per annum. The glected. The agriculturist would not be documents have at different times been public new work put in complete operation, the deemed wise, who, having lost his crop of lished, which present many important pare expense of repairs would be reduced proba-

It must be borne in mind that the Erie gle article, does not allow them to be fur 600,000 per annum, may be calculated canal not only bears the deficiencies of the unproductive laterals, but also an expendi-

mainly unproductive) enlargement, and on are now able to bear only a moderate partibearing all these, and has acquired under revenues to provide for its debt, and furnish ence, the council of that body granted £50 them so much vigor that it is now proposed means for other objects. Thus the trade to Dr. Lion Playfair and Dr. Bunsen, of to add to it the unpaying railroad debt of would not only have the benefit of great Marburg, for the purpose of enabling them not to complete its unfinished work, but to incalculable advantages.

add other expenses of government. Now, a work that is expected to bear such burneral interest, and commends itself to the suing their interesting investigations separate the measure of its tolls. The benefits con- zens has a common interest. ferred on the general interest of the State, lue of its tolls.

In the present condition of the canal fiseives paid too soon.

exclusive of tolls, from Buffalo to New York the last navigable year, over \$800,000 per for 15 cents, it will hardly be contended that annum to proceed with the work of enlargerailroads, judging from general experience ment. in general trade, would be able to compete, A single remark on the question of canals in heavy freight, with the canal. To add as compared with railroads. It is very often present canal tolls would raise the cost to observed that one, or the other, is the best about 48 cents. For the promiscuous trade mode to effect cheap transportation. I conof the country, a canal boat, loaded at the sider, that this question depends on circumcanal port, and proceeding without change stances. In the transportation of passenof cargo to this city, the great mart for the gers and light freight, and such as requires interior, has peculiar advantages. But it winter transportation, a railroad posseses deis not necessary to discuss this subject, for cided advantages; while for heavy freight, the avenue under consideration is of suffi- a large promiscuous trade, and more or less cient importance to require both railroad and connected with natural navigation, a canal New York. canal of large capacity to meet its varied, may be highly beneficial, even with a sucgreat and growing wants.

nage of the Erie canal, that arrives at, and departs from tide water, is about equal to all its own enlargement, so as to render it one of the most perfect artificial navigations in the world, it certainly would be unwise to low citizens will agree with me, in regard.

Sessing within itself the means of completing its own enlargement, so as to render it one of the most perfect artificial navigations in the world, it certainly would be unwise to low citizens will agree with me, in regard.

Sessing within itself the means of completing its own enlargement, so as to render it one of the most perfect artificial navigations in the world, it certainly would be unwise to obtain the world world. in which she has a deep interest. It is indeed the great internal pillar in her commer. to have both canal and railroad. cial fabric. The interior of the State is no interest, to economize the transit of proper a highly successful improvement.

cahanced magnitude will be such, as to ad- accommodated.

ture on its own unfinished (consequently mit a reduction of tolls on such articles as unfinished laterals of together some \$15,- cipation in the general trade, and ultimately that at the last annual meeting of the Bri-000,000. It has proved itself capable of a general reduction, and still leave abundant tish Association for the advancement of Scinear \$4,000,000. This is not all; for it is economy in transportation, but also a reducto make certain experiments, with a view to already proposed, as it increases in strength, tion of tolls, which could not fail to produce discover the chemical theory of the manu-

Erie canal, a barrel of flour may be carried, will still be left, on a calculation of tolls for

cessful railroad by its side. With such a When it is considered that the annual ton. canal as the Eric, already in operation, pos-

less interested than the city; it is a common be impracticable, and yet a railroad may be

J. B. J.

MANUFACTURE OF IRON.

Most of our scientific readers are aware, dens, is certainly entitled, on the score of dispassionate consideration of an intelligent ately, with what result the report of their revenue, to have the best care that circum- community. It should be viewed as above labors will, no doubt, in due time, furnish stances will permit. It would, however, be all partisan questions of policy, and treated ample information to the public. In order doing it injustice, to limit its usefulness, by as a matter in which the mass of our citi- to compare notes with his colleague in this inquiry, and also for the purpose of visiting If we do not forget the inestimable bene- the iron districts of this country, Dr. Bunto agriculture, arts and commerce, and the fits conferred on our own and other States, sen came to Manchester a few days ago, general socializing influence produced by by the original work, we shall not fail to per- and is now on a visit to Staffordshire, aceasy intercommunication, far exceed the va-ceive the importance of now completing its companied by Dr. Playfair. Dr. Bunsen, enlargement, required to afford adequate pro-vision for its greatly accumulated and in-sity of Marburg, has already attained no ordinary rank in the science to which he has nances, there can be no difficulty in pro-ceeding with the enlargement of the Erie It will be perceived that no measures are devoted his talents: indeed, Berzelius speaks canal, on a scale that will annually bring here proposed to increase the canal debt, or of him as one who will yet be named among more or less into use, and thereby improve to impair the ability of the canal revenues, the greatest chemists of Europe. Among the present navigation; and in a few years to meet punctually the interest on the canal many important discoveries attributed to him the whole may be completed, when its en-debt, and expenditures for repairs. It is one of the most useful perhaps is that of an hanced revenues will rapidly extinguish the merely to appropriate the canal revenues to antidote for the poisonous effects of arsenic, debt; the holders of which will think them canal purposes, and after the interest on the which he found in the hydrated peroxide of debt, and expense of repairs are paid, the iron, a simple preparation, and one which I am aware that some persons are of the annual surplus to be appropriated to complete ought to have a place on the shelves of every opinion that it is better to neglect the Eric the enlargement of the Eric canal. And if druggist in the kingdom. In Germany, if canal, and depend on railroads to provide for it should be regarded as important to conti- we are rightly informed, every druggist and the increasing trade. When it is consider- nue the present appropriation of \$200,000 apothecary who sells the poison, is bound by ed that, on the completion of the enlarged from canal tolls to the general fund, there law also to sell the antidote.—Man. Guar.

> NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even it

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS,

Reading, Pa. -far better for all interested in cheap carriage or circumference, to which they wish the Tires made, and they may rely upon being served accordhave both canal and railroad.

There are situations where a canal would ing to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; interest, to economize the transit of property, and serve the general interest of trade.

If the ample accommodation that is within our reach, is given to this trade, we may reasonably expect, at no great lapse of time after the work shall have been completed, its enhanced magnitude will be such, as to ad-Iron and Brass Castings of all descriptions.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer. Length of Road, 33 96-100 miles.

JOHN S. DARCY, Esq., President.

J. P. JACKSON, Esq., Secretary.

Leave New York, foot of	DAILY	7.	SUNI	AY.
Courtland street.	A. M.	P. M.	A. M.	P. M.
" Elizabethtown	9, 11, 12 9, 11	2. 3. 43-4. 6		200
" Rahway	9, 11	3, 43-4, 6		
Leave New Brunswick	6, 71-2, 111-2	834	11 1-2	8 1-2
Elizabethtown	7, 71-2, 81-4, 12 7, 71-2, 81-2, 101-2, 12	3 1-2, 5		
For New York.	71-2, 81-4, 9, 11	11.2, 4, 51.2, 1, 95.4	11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

(New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	· Cents.	Miles.	Cents.	Miles.	Cents.
New York										
Newark										
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

KITE'S PATENT SAFETY BEAM.

MESSES. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable or no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled assenger car was broken, but from the particular plan of the con-struction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan

the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

The A model of the above improvement is to be seen at the New Jersey railroad and transportation ja45

Mr. L. ASHMEAD, Agent.

L. Ashmed in securing the safety of property states and the lower in securing the safety of property states and the lower in securing the safety of property states and lives in railroad travelling, and should be used on all railroads in the country.

JAMES ELLIOTT, Sup. Motive Power,

W. L. ASHMEAD, Agent.

L. Ashmed in railroad companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to office, No. 1 Hanover st., N. York.

R. CASEY, CIVIL ENGINEER, NO. 23

Chambers street, New York, will make surestimates of cost and reports for railways, caveys, estimates of cost and reports for lankays, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Reads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed. - REFERENCES. .

Col. James F. Baldwin, Civil Engineer.

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very gen-eral use for railroads and other purposes in this coun-try, the manufacturers have no hesitation in warrant-ing them fully even to the best children in warranttry, the manufacturers have no nestigation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had attlactory prices of

The above spikes may be had atlactory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

Acelphia; w.m. E. Conin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCHum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles,
manufactured by them of the most superior description in every particular. Their works beingexten
sive and the number of hands employed beinglarge,
they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and lenders. Driving

Locomotive steam engines and enders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions,
ROGERS, KETCHUM & GROSVENOR,
A45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps Spikes. The Troy from and year ractory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well a part of the subscriber detailed. as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

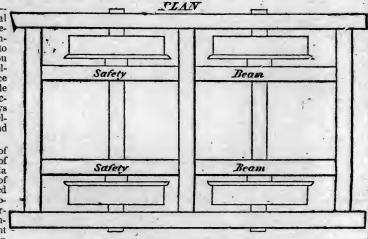
Railroad companies may be surplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named he as the result of the state at the above hamed factor.—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

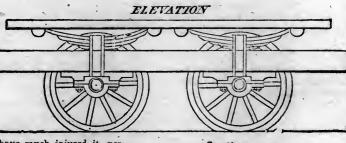
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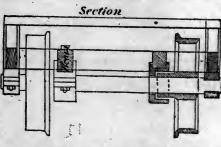
will be punctually attended to.

HENRY BURDEN, Agent. Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* Railroad Companies woulddo well to forward their orders as early as western!







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W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing

68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work. to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, deet long, 9 if diameter, with all the gearing, shalls, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and

corn oven.

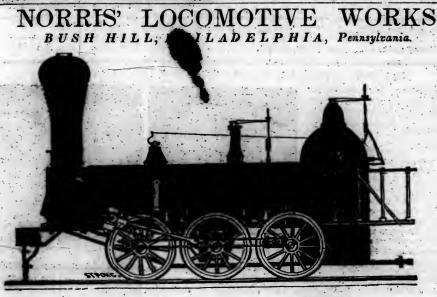
Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st. containing 6000 feet with the fall. Parker st., containing 6000 feet, with the following

buildings thereon standing: Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
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NORRIS, BROTHERS.

RAILWAYS IN SCOTLAND.

We give from Herapath's Railway Journal the following "Report of the Railway Department of the Board of Trude. on the Schemes for extending railway communication in Scotland."

(Continued from page 303.)

The leading public objects which it appears to us to be important to keep in view,

1: The traffic of Glasgow (including the district of which it is the centre) with Liv-England.

Forth and Clyde, with same places.
3. The traffic of Edinburgh (and its district) with Liverpool, Manchester, and the west of England (the traffic with London and the east of England being assumed to place in the construction of the locomotive found a more efficient and economical subbe sufficiently provided for by the east coast line.)

ern counties of Scotland are already pro-Berwick line.

tance, the Caledonian line, however, has to from £20,000 to £25,000. Experience liar construction. pass the range of hills which runs across the has fully proved that no saving, either in Dumfries line, and to attain the requisite elevation by gradients of great severity.—
It becomes, necessary, therefore, to examine in many cases, cheaply constructed lines that discrimination. Nothing can be more fallacious than a mere comparison of gradients upon two lines, without reference to their peculiar circumstances. the nature of these gradients more in detail, have been worked at an equal or less expentages of the Caledonian, as a trunk line, in an average velocity as lines constructed at portance than their absolute inclination. nctual distance, may be neutralized by the twice the expense. character of its inclinations.

				•		Miles.	Chains,
1	in	200	*2. s	for	**** \$	4	ō "
-1		100	1 7 12	66		- 1.	70
. 1	-66	80	. ~	46 "		2	49
1	66	75		66	Acres 1	. 5	42.

On the rest of the line, the gradients,

steeper than 1 in 100.

clination is 1 in 154. Upon both lines the breaks. curves are unexceptionable.

rially into a comparison of these lines, that mounted by the ordinary trains of that railpassage from one of our previous reports, in scription, with a single locomotive engine. which our views upon the subject are fully stated :

" Gradien's .- As the question of gradients and curves enters as an important ele- trains without difficulty or delay. ment into the consideration of these and many other schemes, it may be well that we cending the incline on the Manchester and have been guided in forming a judgment.

erpool, Manchester, London and the rest of siderations, we have approached the subject discontinued, the ordinary enginnes being in a practical point of view, referring to the found capable of taking up it heavy passen-2. The traffic of Scotland, north of the octual experience of existing railways as the ger and goods trains of not less than 80 tons sole test of what is admissible in regard to weight.

"And first, in regard to gradients.

"The difference of expense in construct parts of which are at 1 in 66 and 1 in 75. tion between a line with first class gradi-ents, as it was called, i. e., none steeper than might be quoted, but the above seem quite vided with railway communication by the tion between a line with first class gradi-Assuming, for the sake of comgarison, 1 in 200, and one with second class gradi-suffice each system to be carried out completely, ents ranging up to 1 in 100, was frequently tion: the advantages would appear to be divided. not less than £10,000, £20,000, or even
For the first of the above objects, viz., the connection of Glasgow with England, the mingham, Great Western, and Brighton nary locomotive engine, with moderate loads. Caledonian system is preferable, as giving lines, for instance, averaging above £50,000 "2. That gradients up to 1 in 37½, or a shorter line by 23 miles."

ticable, have come into general use.

in the consideration of any new scheme.

2 miles 3 chains, may be worked by the aid 120. On the Dumfries line, the steepest gra- of an engine constructed for the purpose,

"The Sutton incline, of 1 in 88, on the compared to lines of less inclination.

The question of gradients enters so mate. Liverpool and Manchester railway, is surwe think it right to subjoin the following way, whose traffic is of a very heavy de-

> "On the Newcastle and Carlisle line, an incline of 1 in 106 for 4 miles consecutively, is surmounted by the ordinary

"The use of a stationary engine for asshould here state the views by which we Leeds railway from the Victoria station, have been guided in forming a judgment. which is 1 in 59 for 1000 yards, and 1 in 49 "Discarding all merely theoretical con- for 640 yards, has been in a great measure

"On the Edinburgh and Glasgow railway, stationary power has likewise been dis-"The improvements that have taken continued, the locomotive engine being engine have greatly enlarged the standard stitute on the Glasgow incline of 1 in 42 for of its capabilities. Not many years ago, 11 miles; and recently, the locomotive en-The traffic of Edinburgh and the east any thing steeper than 1 in 200 was looked gine has been equally substituted for stationof Scotland with Dunifries and the south upon as a decidedly objectionable feature in ary power upon the inclined plane of the a line, and enormous expense was incurred London and Birmingham railway, from the 5. The local accommodation of the south: in avoiding gradients of steeper inclination. Euston-square terminus to Camden-town,

1 in 200, and one with second class gradi-sufficient to establish the general proposi-

In order to obtain this diminution of dis. London and South Western did not exceed with the aid of an assistant engine of pecu-

"The application of these facts requires south of Scotland at a higher level than the time or economy of working, has been at much discrimination. Nothing can be more

"In the first place, the distribution of the in order to ascertain how far the advan. diture for locomotive power, and at as high gradients is a fact often of much more im-

"A line of an undulating character, with This is so universally admitted, that steep but short gradients, alternately rising the principal ascent on the Caledonian such gradients as were formerly thought ob. and falling, may be often worked at as much line, is on the south side of the range. From jectionable are now adopted every day as a advantage as one where the inclines although Beattock to the summit of the Clyde pass, matter of course, and as the capabilities of less steep, are of greater continuance. On the ascent in 13 miles 77 chains is 760 feet, the locomotive have been enlarged, gradior at an average inclination of 1 in 97, ents of a class which would have been con-line is concentrated upon one or two grawhich is surmounted by the following gra. sidered a few years ngo altogether imprac. dients of such length and severity that assistant power is required at any rate, it may be "It is important to ascertain, by refer-comparatively unimportant whether such ence to actual practice, the results which gradients are a few feet in the mile more or have been already arrived at, and which less. In this way, lines which have gramust be taken as starting points to guide us dients of 1 in 70, or 1 in 80, distributed over them in short lengths, may be positively bet-"The Lickey incline on the Birmingham ter lines, i. e., more susceptible of cheap though in parts rather severe, are not of an and Gloucester railway is a conclusive proof and expeditious working, than others which extraordinary character, having nothing that a gradient of I in 371 for a length of have nothing steeper than 1 in 100, or 1 in

"Another important consideration with dient is 1 in 100; but at this inclination without serious inconvenience to an exten. reference to gradients is the nature of the there is a continued plane of four miles; sive traffic. It is also a proof that such an traffic. It may be conceded, that, although and for 16 miles together, in rising from incline may descend without danger by the gradients of 1 in 50 or 1 in 100, may be per-Kilmarnock to the summit, the average in- force of gravity, regulated by the action of feetly surmountable by the locomotive engine, they involve a certain loss of power as

ture, that the full, or nearly the full power aid of an assistant engine, could not be ex- could be readily sanctioned as an important of the locomotive engine is rendered available pected to be surmounted at the average speed passenger line, when one of a better descripwith the ordinary trains, any increase in the upon a moderate gradient, nor could the tion is to be got. inclination must require extra power and ex. whole time lost in the ascent be regained in ... As between Edinburgh and Dumfries, the tra expense—and, therefore, up to a certain descending on the other side. point, increased original outlay in improving gradients may become productive of eventual between this portion of the Caledonian raileconomy; also, where high speed and great way and a line nearly level, for the Dum141 miles in length, and depending for an punctuality are very important, as upon a fries line has, as we have seen, an ascent of unbroken communication on the construclong line, forming a link in a very extended 16 miles, at an average inclination of 1 in tion of the Glasgow junction line, or a line communication, good gradients, if attainable 154, of which one plane of four miles is at 1 very circuitous by Carlisle. at any moderate outlay, may be very desir- in 100. able. But in the ordinary circumstances of It is probable that the use of assistant viz., of local accummodation to the southern a tine dependent not so much on a heavy power would be required to enable trains to counties of Scotland, the Dumfries and Hathrough traffic, which can be concentrated surmount it with tolerable speed and punc-upon a few trains a day, as upon a local tuality, and would equally involve some ex-ledonian. traffic, requiring frequent and light trains pense and loss of time, as compared with a stopping at numerous stations, it appears level line. perfectly well established that, in a commer- On the whole, therefore, after a careful by the Caledonian scheme; Paisley and the cial point of view, it is unwise to enlarge, comparison of the gradients of the two lines, county of Renfew are about equally situated, beyond a certain point, the original outlay we do not think that, supposing passenger in respect of distance, to England by the for the sake of arriving at perfection in gra- trains of the ordinary weight, drawn by two schemes; but being placed in the dients. Such a small proportion only of the powerful engines of the most improved con-through line of communication by the Dumtotal cost of working is dependent, under struction, and assisted in each case up the such circumstances, upon gradients, that the long ascents by assistant engines, to run accommodated by it. Dumfries-shire, alinterest upon any considerable additional over them from end to end, the difference though much worse accommodated in reoutlay is far more than equivalent to any in the time of performing the journey would spect of connection with Edinburgh, is more possible saving in working expenses. The be so much affected by the gradients as to directly traversed by the Dumfries line, and interest upon the extra cost of construction, neutralize much of the advantage of the Ca-gains in distance to England and Glasgow-occasioned by a slight improvement in gra-ledonian line in respect of actual distance. It is, therefore, also, on the whole, probadients, would often be sufficient to defray, Neither do we think that the difference in bly interested in the success of that line, as not merely the additional, but the total cost working expense would be so great as to in- also, to a slight extent, the adjoining counof locomotive power upon the line of inferior duce the shorter line to charge the public a ties of Kirkcudbright and Wigton. gradients.

under these circumstances, i. e., of a large stances. This being the case, we have to Hawick and Golushiels, are decidedly intelocal traffic, with frequent trains, light loads repeat our opinion, that, for the first of the rested in the success of the Hawick line, and numerous stoppages, the traffic may be objects above enumerated, viz., of supplying which alone proposes to afford them any acconducted not only with far greater econo- a trunk line of communication for Glasgow commodation. my to the company, but also without loss of southwards, the Caledonian line is decidedly speed or other inconvenience to the public. preferable. A remarkable instance of this is afforded by For the second object, viz., the traffic of the working of the traffic between Oldham north of Scotland with England, the Caledo district singularly sterile and destitute of and Manchester, which has to pass over in nian is still more decidedly superior. By its clines of 1 in 59, 1 in 48, and 1 in 27 for junction with the Scottish central line, at tion of the line will be of considerable local two miles-the whole distance being seven Castle Cary, it reduces the distance for all benefit to the important county of Lanark, miles, and the gradient for the remaining traffic from that point to Carlisle to 1053 and by opening up a rich coal field in the five miles 1 in 150. Ten trains are run each miles, while, from the same point, the disway, carrying, on the average, 1,200 passentance by way of Glasgow and Dumfries, in affording a supply of that article, and gers, and 300 tons of goods per day, at an would be 144 miles. This assumes, more average speed of 22 miles per hour. The over, the railway communication to be compared to the making of gas; yet, conscients of the Nexth Hairs. working of the North Union, Newcastle and pleted by the construction of the Glasgow sidered as mere local lines for the accommo-Carlisle, and other lines, also affords a proof junction line, which is strongly opposed on dation of the southern counties, it appears that, with light trains, the effect of steep grounds of local and private interest. In to us that the Caledonian would be producgradients on speed is very limited. The ex. the event of this line being rejected, the tive of less benefit than the two lines of the perience of the cases above quoted appears "Dumfries line would fail in providing an Dumfries and Hawick scheme. also sufficient to show that gradients ranging unbroken railway communication for the We are, therefore, brought to consider from 1 in 100 up to 1 in 50, or even a higher north of Scotland, since the Clyde would in- whether the larger interests and greater inclination, may be worked under ordinary tervene between the proposed railways." circumstances with perfect safety."

Caledonian line, of fourteen miles, at an west of Scotland, the Caledonian is also suaverage inclination of 1 in 97, cannot be perior. The distance by it from Edinburgh considered as impracticable. It would, how- to Carlisle is 100 miles, while by the proever, require in most cases the aid of an as- posed Hawick line it would be about 97; sistant engine, in order to ensure the passing but the latter is a much worse line in respect of trains with tolerable speed and punctu- of curves and gradients, and is only proality. This would involve some expense as posed at present as a single line. In fact, have a strong interest in the adoption of the

higher rate of mileage than would be charged "Experience seems also to establish that, upon the other line under ordinary circum-including the manufacturing district of

To apply these views to the case before affording a communication between Edin-us: it is evident that the long ascent on the burgh and the west of England and south Trying it by this test, we find that—

"Where the traffic is of such a heavy na- loss of time, since the ascent, even with the are deposited, is not of a character which

Caledonian scheme affords a line of 84

On the other hand, for the fifth object,

By the Dumfries line the county of Avr. is accommodated, which is entirely left out

The counties of Roxburgh and Selkirk

On the one hand, the Coledonian line, for about 33 miles of its course from the

amount of population are benefitted by the For the third and fourth objects, viz., of superior advantages of the Caledonian, or by

Ayr .		Population.
Roxhurgh		46.025
Selkirk,		7,990
1	0.60	
		918 371

compared with a line capable of being worked the proposed line between Edinburgh and Dumfries and Hawick in preference to the without such assistant power, and also some Hawick, for which alone plans and sections Caledonian scheme.

Also—	Population.
Renfew, .	. 155,072
Damfries,	. 72,832
Kirkeudbright,	. 41,119
Wigton, .	. 39,195
	309,218
O the then hand	

On the other hand Lanark,

426,972

and all Scotland north of the Forth and Clyde, (except, perhaps, Fife,) containing a population of 1,200,000, have a decided interest in the adoption of the Caledonian line.

Also, Elinburgh and the adjacent district, population about 250,000, have a decided, between England and Scotland, while givalthough not as strong an interest the same ing a decided preference to the Caledonian way, being already supplied by the east coast line.

arriving at the conclusion that, on the whole, and upon the evidence then before them, however, considered simply as a local line a decided preponderance of advantage to that opinion was a sound and judicious one. Scotland is afforded by the Caledonian Considerable changes have, however, taken scheme in connection with the Scottish place since that period. A much greater tion for all the most important streams of the construction of railways than the comtraffic; and we have consequently to report missioners would have been warranted in our opinion, that it deserves, on public assuming; the cost of working, also, has grounds, a preference over the competing been considerably reduced; and, owing to scheme.

consideration, that the minor local benefits as such a formidable source of expense. of the competing scheme will probably be The continuation of the western line from attained by the gradual extension of Lancaster to Carlisle, and the support given branches in connection with other lines, al- by the western companies to the Caledonian though they may be now postponed in order line, also place that line on a much more seto secure the best trunk line for the country cure footing than it held when considered by at large; whereas, if an inferior trunk line the commissioners. be sanctioned for the sake of minor local an improved one afterwards.

grounds, we have now to enquire how far mercial undertaking.

way as against 178.

expensive to construct, as a good double line much national importance. for an important passenger traffic. The Glasgow junction, which is required to com- larly to the Edinburgh branch of the Caleplete this system, would also be a very ex. doman scheme, with a view to ascertain pensive work, being carried partly by a tun whether it promised a sufficient return to be

struction of the Dumfries and Hawick sys- saved if this branch were made to join the wise, has created a considerable traffic; and tem could not fail to be much higher than existing Edinburgh and Glasgow line, inof the Caledonian; and it would require, stead of entering Edinburgh independently.
including existing lines, about 240 miles of It appeared to us, however, that owing to Caledonian system, in order to accommo- could not be attained without great difficul. to 6 per cent.

Admitting, as we have, that the Dumfries trance into Edinburgh, and separate termi-Scotland with England, in addition to the line. line by the east coast, can support itself, the sioners who reported in 1841, on the best mode of effecting railway communications route for national purposes, expressed a somewhat unfavorable opinion; and we think it We can have no hesitation, therefore, in very probable that, under the circumstances, the improvement of the locomotive engine, We are fortified in this opinion by the steep gradients have ceased to be regarded

The traffic tables, which have been preadvantages, it may not be so easy to obtain pared with much care, show an ample return on the estimated capital; and, although Having arrived at the conclusion that the these estimates must always be, to a con-Caledonian scheme is preferable, on public siderable extent, uncertain, especially where -as in the present case, they depend a good this conclusion may be affected by consider- deal on speculative sources of income, such ations of expense, and whether the scheme as the diversion of passengers and merchanis likely to sustain itself as a solvent com- dise from steamboats and other existing modes of water communication; yet still, As compared with the rival scheme, we on the whole, having regard to the above have seen that the Caledonian involves the circumstances, we see no sufficient reason construction of about 137 miles of new rail- why the Caledonian line, if constructed with due regard to economy, may not be able to An examination of the different plans and support itself as a fair commercial undertaksections will show that the Caledonian line ing; and certainly no such decided reais, on the whole, of a less difficult and ex sons to the contrary, as should induce us to pensive character than the Dumfries line; recommend that the sanction of the legisla. no public conveyance previous to the formawhile the Hawick line would be still more ture should be withheld from a line of so tion of the railway; the population of these

We directed our attention very particudate the same principal streams of traffic. | ty, while the advantages of the separate en-

and Hawick scheme would afford greater hus there proposed by the Caledonian scheme local accommodation to the southern coun-ties, and therefore command greater local as regards the branch generally, we were satraffic, we are not of opinion that this addi- tisfied that it was likely to bring a large actional local traffic could be at all sufficient cession of traffic and to afford much public to compensate for the additional cost of con- advantage, more especially from the supply struction and working; and, therefore, we of coals which it would furnish to all the think that if any scheme for connecting towns and districts adjacent to the main

On the whole, therefore, we have arrived Caledonian is most likely to do so. Upon at the conclusion that the Caledonian scheme this point, we are aware that the commis- in its integrity appears to us, on public grounds, to be deserving of preference.

This, as we have already stated, appears to us to involve the rejection of the Glasgow, Dumfries, and Carlisle line, and also of any scheme from Edinburgh to Carlisle, proposed as a competing scheme, to the Caledonian. The Edinburgh and Hawick line, for the accommodation of the district, does not fall within this description. It will unquestionably afford considerable local adcentral, as giving better trank communica- degree of economy has been introduced in vantage to the district traversed, including are the seats of a thriving woollen manufacture. The benefit conferred on all this district will be great, by lowering the price of coals, which are now carted at a heavy expense from the vicinity of Dalkeith, and by affording a communication with Edinburgh. If constructed cheaply, the traffic may be sufficient to afford a moderate remuneration to the North British Company, by whom it is undertaken, and of whose Dalkeith line it will be a feeder; and although this is a point which we should have wished to investigate more fully, if we could have commanded the requisite time and evidence, and to which we beg to direct the attention of the committee on the bill, we do not, as at present advised, see any sufficient reasons to the contrary to induce us to report an opinion adverse to the measure, upon public grounds.

There are some facts connected with the experience of existing railways in Scotland which would make us hesitate in concluding that railways, if constructed with economy, may not be supported even in localities where the existing traffic appears insufficient for that purpose.

Between Arbroath and Forfar there was towns is only 8,707 and 9,620 respectively; there are only a few small intermediate villages, and the traffic in the direction of the line was quite inconsiderable. Now, there are 90,000 passengers, in the course of the nel below the town of Glasgow, and partly a support rather than a burden to the main year, conveyed by the railway, and its reby arches across the streets and the Clyde.

On the whole, therefore, the cost of contion of an unnecessary line might not be The Dundee and Arbroath railway, likealthough only 17 miles in length, and, therefore, too short to be worked with advanrailway to be worked as against 170 hy the the difference of levels, this latter object ous condition, paying a dividend of from 5

			ENGI	LISH	RAIL	ROAD		RE-LIS					A	Ann and an		-
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Paris and Orleans Paris and Rouen Preston and Wyre. Sheffield and Manchester. South Eastern Taff Vale Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and S Steam and NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Geheral hteam Navigation Gt Western Steam Pa. Metropolitan Wood Pav. Patent Elastic Pav. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet. South Western Steam. Ship Owners' Towing. Thames Tunnel. University College. Ashby de la Zouch. Barnsley. Birmingham, 1-16 share. Do. and LiverpoolJunction Coventry. Cromford. Berby. God. Grand Surrey. 1,500 Grand Surrey. 1,500 Grand Surrey. 1,500 Grand Surrey. 1,500 Grand Surrey. 1,500	82 84 19 19 19 19 19 19 19 1	1,600,00 1,440,00 830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,56	10 400 179 100 311 100 154 10 10 114 110 114 110 117 117 117 117 117 117 117 117 117	,000 1 852 2773 785 500 500 500 500 500 750	978,415 355,161 951,455 464,172 590,006 338,626 230,250 676,644 27 27 65 104 37 160 133 365 250 105 440 1611	9,071 31,247 4,191 11,895 40,993 8,509 5,401 27,132 Mon Melt Mers Macc Neat Oxfo Shro Stoud Strom Strom War War War War War War Wau West	37,794 91,171 7,066 14,876 81,482 18,414 13,856 55,752 AME OF chborous mouthse on the chorous mouthse on mouthse o	2 10 0 0 16 0 1 0 0 0 15 0 0 12 10 0 0 15 0	6 16 8 0 0 nihil. nihil. 2 2 0 6 5 1 nihil. 10 0 0 NY.	8 100 1 0 20 20 20 50 82 10 100 82 16 10 100 82 16 10 100 82 16 10 100 83 16 10 100 100 100 100 100 100 100 100 1	04	West White the term of the ter	Yorksh haven haven kench i of Fi and A has, Tou and Ly and Or and	ire	Last price. 1140 117 15 365 505 120 123 480 230 360 240 .30 495 10 167 152 288 88 57 55 126.	1,000,00 100,00 100,00 1,500,00 1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 1,700,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,500,0
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		N STATE							•		
STATE WORKS	in mile	es. Cost	Income.	Expend.		44. Expend	The Sta 13 to 17	te Cana feet wide	ls are ull 4 s, and 80 to	feet deep, as 90 feet in l	nd the loci
Y., I Black river canal		1,524,967					The s	ix milli	ions paid	to the can	al fund
2 Cayuga and Seneca	21	237,000				1 -,	auction	and sa	lt duties	are not in	cluded in
4 Chemung.	64	1,251,604 684,600			116,739 14,385		estimate	of cos	t. The	Genesee v	alley and
5 Chenango	97	2,420,000	16.195			15,960	completi	on the	interest o	ire large s	ditional
6 Crooked lake	8	156,777	461			3,951	is much	greater	than the	estimated	gross inc
7 Erie—enlargement of	363	12,648,852					of these	canals	when fir	nished. T	he sum
9 52 miles opened, cost \$1,500,000	120	3,739,000	12,292	13,819	19.641	15 557				two canals	
10 Oneida lake	. 6	50,000			621		finished	\$50011,0	00, makii	ng their to 2,409,000;	rat cost A
11 Oswego	. 38	565,437		22,742	56,165	28,599	ture incu	urred or	estimate	ed incomes	(admitte
12 Beaver division canal	. 25				7,381	5,386	be libera	4) of \$	39,000 an	nd \$14,000	respectiv
13 Delaware canal				• • • • • • • •	109,278	22,870	The to	tal rece	eipts from	the work	s of Peni
15 Seneca river towing path	45	60 000		•••••	. 381	• • • • • • • •				,019,401 ; 1	
16 Columbia railroad	82				443 336	205 067	2233			ut 30 milli	
17 Eastern division	. 36				179,781	138,915	Canal tol	eeipts i	or 1844 v	were as foll	578
18 Juniata canal	. 93						Railroad	tolls.			- 252
19 Portage railroad	130				351,102	248,943	Motive p	ower.	1		319
21 North branch Susquehannah canal	105			- 1			Trucks.	- '			13
21 North branch Susquehannah canal 22 West " " "	79				101,949	57,633	of which	\$585,9	22 is from	118 miles	of railr
0 23 Hocking canal	56	975,130	4.757		5,286	4,139	-	,		iles of car	
24 Miami canal	. 85	1,660,742	68,640	- 38,826	77,844	22,341	The ca	nals of	.Ohio ar	re supporte	ed by a
25 Miami extension	105	2,856,636	8,291		12,723	14,741				the dollar. State, whi	
27 Muskingum	. 35	322,000	92.100	4	unfin'd.	15.000	1843 \$4	71.623.	and in 1	844 \$515.	393, the
28 Ohio	334	4,600,000	23,167 322,754		242 711	112010	lst Jan.	43 bein	12 SI5.57	7.233. Th	e increa
29 Wabash	91	3,028,340		6,400	48,589	. 19 817	'44 over	43 15 0	niv \$43 .7	70. though	the vea
30 Walhonding	. 25	607,269	.838	39,005	1,977	- 1 020	has exhib	nited a	greater i	ncrease the	roughout
31 Western road	. 31	255,015	7,254	1,782	8,747	2,929			er before		1
32 Sundry works		11,000,000	•••••		********		income v			sundry wo	гкв узек
34 Sundry works		19,000,000	******							elds above	6 per c
435 Central railmad	1110	1,842,308	149.987	75.960	211,170	89,420	and is the	only S	State wor	k-the Er	ie canal
36 Southern railroad	. 69	936,295	24,064	7,907	60,341	70,000	repted-v	vhich is	s able to s	stand alone	.
,	Longth	~~~~	1843.	PIV	18	44.	Div. Val	ue ue	~~~		~~~
CANALS.	in miles.	Cost.	Income.	lett, can	Ince	Nett.	per o			REMARKS.	
Blackstone		-		-	1					1	
Bald Eagle Navigation.	25	400,000								- 1	
Beaver and Sandy, (part)	34							7	Ve may,	perhaps, at	some fu
Charleston, (S. C.)								Lim		led to give	
Chesapeake and Ohio		12,370,470	47,637	• • • • • • • • • • • • • • • • • • • •						ese canals, peake and	
Delaware and Chesapeake	13	300,000					20			ompleted	
Schuylkill	108	3,500,000 2	79,795 102	221	190,693	120,624				its trifling	
. Farmington.										ement of	
James river and Kenhawa						*****	••••			s been com	
Middlesex.	10	200,000								is canal wa on, about o	
Delaware and Raritan	43	2,900,000	99.623 53	327	131 491	84.455				It is said in	
Southwark		300,000 .		,02,		0,1,200		that	it is to be	e enlarged	. We h
	45									wan has	rd of the
Tide Water											
Union	80	2,000,000 .						poir		any engir	
Union							26	poir			
Union	80	2,000,000 1,000,000					26	poir	ntment of	any engir	eer.
Union	80 101 Léngth	2,000,000 1,000,000	~~~	za of look		Width of	26	poir	expended	any engir	ome.
Union	80 101	2,000,000 1,000,000	Length of chamber.	ze of lack	s. Depth on pitre sill.	Width of Bottom.	canel. urface Est	poif	Expended to Sept. 1843.	Inco	ome.
Union. Morris. Dismal Swamp CANADIAN CANALS. The Welland canal.	Lêngth niles.	2,000,000 1,000,000 No. of Lockage locks. in feet.	Length of chamber, feet.	ze of lack Width.	s. Depth on pitre sill.	Width of sottom. S	canal Est	poif	expended	any engir	ome.
Union. Morris. Dismal Swamp CANADIAN CANALS. The Welland canal. in trunk from Port Colborne to Port Dalhousie	Léngth io miles.	2,000,000	Length of chamber.	ze of lack Width. I feet. 26 1-2	s. Depth on nitre sill. feet. 8 1-2	Width of sottom. 8 feet. 45	canel Est	poif	Expended to Sept. 1843.	Inco	ome.
Union. Morris. Dismal Swamp CANADIAN CANALS. The Welland canal. in trunk from Port Colborne to Port Dalhousiction branch to Dunville (not added)	Léngth io miles.	2,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 6	Sinch and the state of the stat	ze of lack Width. I feet. 26 1-2 26 1-2	s. Depth on nitre sill. feet. 8 1-2	Width of sottom. 6 feet. 45	canel Est dirface Est feet. 3,9 81	poif	Expended to Sept. 1843.	Inco	ome.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. in trunk from Port Colborne to Port Dalhousie ction branch to Dunville { not added add creek branch to Port Maitland { below.}	Léngth io miles.	2,000,000	Length of chamber.	ze of lack Width. I feet. 26 1-2	s. Depth on nitre sill. feet. 8 1-2	Width of sottom. 8 feet. 45	canel Est	poif	Expended to Sept. 1843.	Inco	ome.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. in trunk from Port Colborne to Port Dalhousie to branch to Dunville and creek branch to Port Maitland below. The St. Lawrence canal.	Léngth io miles.	2,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6	Si Length of chamber. feet. 150 200	ze of lack Width. I feet. 26 1-2 26 1-2 45	Depth on nitre sill. feet. 81-2 81-2 9	Width of sottom. 8 feet. 45 35 45	28 canal price Est price	poif	Expended to Sept. 1843.	Inco	ofne.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. In trunk from Port Colborne to Port Dalhousinetion branch to Dunville Sand creek branch to Port Maitland below. The St. Lawrence canal. Iops and Port Cardinal Joid Plat.	Léngth io miles.	2,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 6	Length of chamber. feet. 150 200 200	ze of lack Width. I feet. 26 1-2 26 1-2	Depth on nitre sill. feet. 81-2 81-2 9	Width of sottom. 6 feet. 45	canal inface Est feet. 3,9 81 71 85 90	poif	Expended to Sept. 1843.	Inco	ome.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. in trunk from Port Colborne to Port Dalhousie action branch to Dunville and creek branch to Port Maitland below. The St. Lawrence canal. iops and Port Cardinal poid Plat. ren's point.	80 101 Length miles. e28 d21 1 1-2	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2	Si Length of chamber. feet. 150 200 200 200 200 200	ze of lock Width. In feet. 26 1-2 26 1-2 45 45 45	s. Depth on naire sill. feet. 81-2 81-2 9	Width of Sottom. 8 feet. 45 35 45 50 50 50 50	canel Est feet. 3,9 81 71 85 90 6 90 90 6 90 6	poir poir poir poir poir poir poir poir	Expended to Sept. 1843. 2,485,572	Inco	ome.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. in trunk from Port Colborne to Port Dalhousic cition branch to Dunville (not added address to the color of	80 101 Léngth miles e 28 d 21 1 1-2 2 4 3-4 11 1-2	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48	Since the state of	ze of lock Width. I feet. 26 1-2 26 1-2 45 45 45 45 55	bepth on nitre sill. feet. 81-2 9 9 9 9 9 9 9 9 9	Width of sottom. 8 feet. 45 35 45 50 50 50 100	26 canal Estarparent Starparent	poir poir poir poir poir poir poir poir	Expended 10 Sept. 1843. 2,485,572 973 ,665,663	Inco	ome.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal In trunk from Port Colborne to Port Dalhousing trunk from Port Colborne to Port Dalhousing trunk from Port Colborne to Port Dalhousing trunk from Port Cardinal below. The St. Lawrence canal Iops and Port Ca	S0 101 Léngth	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 31-2 7 48 9 82 1-2	Si Length of chamber feet. 150 200 200 200 200 200 200	ze of lock Width. I feet. 26 1-2 26 1-2 45 45 45 45 45	spepth on nitre sill. Infect. 81-2 81-2 9 9 9 9 9 9 9 9 9 9 9	Width of lottom 8 feet. 45 35 45 50 50 50 50 80 80	25 Canal Est urface Est 3,9 81 71 85 90 90 90 90 90 90 90 90 90 90 90 90 90	poir (148,572) (148,572) (148,572) (148,572) (148,572) (149,687)	Expended 10 Sept. 1843. 2,485,572 973 (665,663 275,426	Inco 1843.	1844
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. In trunk from Port Colborne to Port Dalhousia action branch to Dunville and creek branch to Port Maitland below. The St. Lawrence canal. Iops and Port Cardinal. Iopid Plat. Iren's point. Iopid Plat. Iopid	S0 101 Léngth	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48	Si Length of chamber feet. 150 200 200 200 200 200 200	ze of lock Width. I feet. 26 1-2 26 1-2 45 45 45 45 55	bepth on nitre sill. feet. 81-2 9 9 9 9 9 9 9 9 9	Width of lottom 8 feet. 45 35 45 50 50 50 50 80 80	26 cornel Entirface ffeet. 3,9 ffeet. 3,9 6 90 6 90 6 90 6 90 6 90 6 90 6 90 6	pois imate. 48,5725 72,496 35,3721 10,067 canal	Expended 10 5ept. 1643. 2,485,572 973 6655,663 400,004 400,004	Inco	1844
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. In trunk from Port Colborne to Port Dalhousia action branch to Dunville { not added add creek branch to Port Maitland { below.} The St. Lawrence canal. Iops and Port Cardinal poid Plat. Irren's point. Wall, passing the Long Sault rapids. Internois, dor Coteau, Cedars and Cascades roadine, do. Lachine rapids. Internois do Coteau, Cedars and Cascades roadine, do. Lachine rapids. Internois do Coteau, Cedars and Cascades roadine, do. Lachine rapids. Internois do Coteau, Cedars and Cascades roadine, do. Lachine rapids. Internois do Coteau, Cedars and Cascades roadine, do. Lachine rapids. Internois do Coteau, Cedars and Cascades roadine, do. Lachine rapids.	S0 101 Léngth	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2 5 44 1-2	Si Length of chamber feet. 150 200 200 200 200 200 200	ze of lock Width. I feet. 26 1-2 26 1-2 45 45 45 45 45	spepth on nitre sill. Infect. 81-2 81-2 9 9 9 9 9 9 9 9 9 9 9	Width of lottom 8 feet. 45 35 45 50 50 50 50 80 80	26 cornel Entirface ffeet. 3,9 ffeet. 3,9 6 90 6 90 6 90 6 90 6 90 6 90 6 90 6	poir (148,572) (148,572) (148,572) (148,572) (148,572) (149,687)	Expended 10 Sept. 1843. 2,485,572 973 (665,663 275,426	Inco 1843.	1844
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. In trunk from Port Colborne to Port Dalhousing and creek branch to Port Maitland below. The St. Lawrence canal. Iops and Port Cardinal poid Plat. Iren's point. Iwall, passing the Long Sault rapids. International control of the canada c	So 101	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2 5 44 1-2	Si Length of chamber feet. 150 200 200 200 200 200 200	ze of lock Width. I feet. 26 1-2 26 1-2 45 45 45 45 45	spepth on nitre sill. Infect. 81-2 81-2 9 9 9 9 9 9 9 9 9 9 9	Width of sottom 8 feet. 45 35 45 50 50 50 100 80 80	26 canal irface feet. 3,9 81 71 85 90 90 150 90 1,12 120 old	72,498 15,372 1 10,087 11,333	Expended 10 5ept. 1643. 2,485,572 973 6655,663 400,004 400,004	1863. 64,656	1844.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. In trunk from Port Colborne to Port Dalhousia action branch to Dunville (not added addreek branch to Port Maitland) below. The St. Lawrence canal. Iops and Port Cardinal poid Plat. Iren's point. Ivall, passing the Long Sault rapids. Interval of Coteau, Cedars and Cascades road ac, do. Lachine rapids. Interval of do. Total from lake Erie to the sea.	Léngth	2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2 5 44 1-2	Si Length of chamber, feet. 150 150 200 200 200 200 200 200 200 120	ze of lack Width. I feet. 26 1-2 26 1-2 45 45 45 45 45 45 45	bepth on nitre still. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of sottom. 8 feet. 45 35 45 50 50 80 80 80 36	25 cornel Est irrface 81 71 85 90 90 60 20 60 20	72,496 35,372 1 10,087 canal 11,333	Expended 10 Sept. 1843. 2,485,572 973 275,426 400,000 64,439 440,000	Inco 1843.	1844.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. In trunk from Port Colborne to Port Dalhousication branch to Dunville and creek branch to Port Maitland below. The St. Lawrence canal. Iops and Port Cardinal. Iops and Port Cardi	80 101 Léngth is miles. 22 4 11 1-2 2 4 13 1-2 111 1-4 8 1-2 12 12 12 14 1-2 14 1-2 15 16 16 16 16 16 16 16 16 16 16 16 16 16 1	2,000,000 1,000,000 1,000,000 1,000,000 1,000,000	Si Length of chamber. feet. 150 200 200 200 200 200 200 120	ze of lock Width. In feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45	bepth on instre still, instruction, instruction, instruction, instruction, instruction, instre still, instruction, instruction, instruction, instruction, in	Width of tottom. 8 feet. 45 35 45 50 50 50 80 80 1944. Income.	25 Canal Can	72,498 72,498 72,498 72,498 72,498 72,498 72,498 72,498 72,498 72,498	Expended 10 Sept. 1843 2,485,572 973 (665,663 275,426 400,000 64,439 440,000	1863. 64,656	1844.
Union Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. Ain trunk from Port Colborne to Port Dalhousing trunk from Port Colborne to Port Dalhousing and creek branch to Port Maitland below. The St. Lawrence canal. lops and Port Cardinal pid Plat. Tren's point. wall, passing the Long Sault rapids. harnois, dor Coteau, Cedars and Cascades road ine, do. Lachine rapids. ement of do. Total from lake Erje to the sea.	80 101 Length inites. e 28 d 21 1 1-2 2 4 3-1 11 1-4 8 1-2 12 66 Length miles.	2,000,000 1,000,000 1,000,000 1,000,000 1,000,000	Si Length of chamber feet. 150 150 200 200 200 200 200 200 200 200 200 2	ze of lack Width. I feet. 26 1-2 45 45 45 45 45 45 45 843. 24	bepth on nitre still. feet. 81-2 81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of tottom. 8 feet. 45 35 45 50 50 50 80 80 1944. Income.	26 canal direct. 3,9 feet. 3,9 feet	pois imate. 48,572 72,498 15,372 10,097 canal. 11,333 10,000 Value stock	973 ,665,663 440,000 440,000	29,288 1,409	1844.
Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. ain trunk from Port Colborne to Port Dalhousion to branch to Dunville (not addedoad creek branch to Port Maitland) below. The St. Lawrence canal. lops and Port Cardinal poid Plat. rren's point. wall, passing the Long Sault rapids. harnols, do: Coteau, Cedars and Cascades roadine, do: Lachine rapids. ement of do. Total from lake Erie to the sea	80 101 Léngth is miles. 22 4 11 1-2 2 4 13 1-2 111 1-4 8 1-2 12 12 12 14 1-2 14 1-2 15 16 16 16 16 16 16 16 16 16 16 16 16 16 1	2,000,000 1,000,000 No. of Lockage locks in feet. 31 328	Si Length of chamber. feet. 150 200 200 200 200 200 200 120	ze of lack Width. I get. 226 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	bepth on nitre still. feet. 81-2 81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width of tottom. 8 feet. 45 35 45 50 50 50 80 80 1944. Income.	25 Canal Can	72,498 72,498 72,498 72,498 72,498 72,498 72,498 72,498 72,498 72,498	973 ,665,663 275,496 440,000	29,288 1,409	1844.

		Length		Loans	Number			43	Div.	12184	4	Div.	Previ-	SAL	ndine
	RAILROADS.	in	Cost.	and .	of.	on	Inco	me.	per	hico	me.	per	ous	April Shares.	d.
	77 10 17 17	miles.	-1	debts.	shares.	hare	Gross.	Nett.	cent	Gross.	Nett.	cent.	prices		
e.	1 Portland, Saco and Portsmouth	50	1,200,000			• • • •	89,997	47,166	. 7	124,497	74,841	6	1131		102
I.	9 Concord	35 . 56	750,000 1,485,461				178,745	68,499	6	233,101	86,401	12	701 1101		112
5.	4 Boston and Maine extension.	17 1-		unfin.		****	170,740	00,433		200,101	CU, 4U,1	O.	1101	9	
	5 Boston and Lowell.	26	1.863,746				277,315	144,000	.8	316,909	147.615	8	1204 .		120
	6 Boston and Providence	41	1.886.135	none.	18,600	100	233,388	110,823	6	282,701		6	1081		109
-	Boston and Worcester	44	2,914,078				4 0,141	162,000	6	428,437	195,163	71	1161		117
	8 Berkshire.	21	250,000	not stated			•••••		7	17,737					
	9.Charlestown branch	54					350 509	140 505	.13	34,654	13,971		70½ - 1094		824 109
	10 Eastern	50		justopn'd			279,563	140,595	. 6	337,238 42,759		0	120		124
	12 Nashua and Lowell	14 1		, ustoph a			84 079		8	94.588	34,944	10	121		
	13 New Bedford and Taunton	20					50,671			64,998	24,000				
	14 Northampton and Springfield			unfin.											
	15 Norwich and Worcester	59	2,170,366		16,535		162,336			230,674	99,464	. 3	701		72
	16 Old Colony	4	67,820										102		104
	18 Taunton branch	11	63,075 250,000					20,000	9	06.697	20,000	8	118		
	19 Vermont and Massachusetts.		250,000					20,000	. 0,	30,007	20,000	0	110		
	20 West Stockbridge	3	41.516	209		100						.4			
	21 Western, (117 miles in Mass.)	156	7,686,202	4,686,202	30 000		573,882	284,432		753,753	139,679	3	1021		101
	22 Worcester branch to Milbury		- 8,431												
	23 Housatonic, (10 months,)	74	1,244,123							150,000	• • • • • •		82		
	21 Hartford and New Haven	38 25 1	1,100,009		10,000			• • • • • • •	••••		• • • • • •	6	89		94
	26 Storington, (year ending 1st Sept.,)	48	2 600,000		2,000		113,889			154,724	79,845		41		39
Y.	27 Attica and Buffalo.	31	336,211		10,000		45,896			73.248	48,033	0			
	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	189,693	112,000		237.667	152.007	6	106		
	29 Auburn and Syracuse	26	766,657			1331	86,291	27,334		96,738	52,544	. 6	116		
	30 Buffalo and Niagara	55						• • • • • • •		,			100		
	31 Eric, (416 miles,)	53						48,000		126,020	60 00		311	•••••	29
	33 Harlem	26						40,000		140.685	59,075 62,399		70		72
	31 Hudson and Berkshire	31				50				35,029	1,999		14	- ::	
	35 Long Island	96	1,610,221	392,310	29,816					153,456	58,766		751		76
	36 Mohawk and Hulson	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45, 3	0	641		61
	37 Saratoga and Schenectady	22	303,658				42,242	3,000	.1	34,666	8,455				
	38 Schenectady and Troy	20 1			10,000	co	28,043			32,646	6,365		115		1
	39 Syracuse and Utica	53 43		none.			76,227	72,000		192,061 114,177	120,992 75,865	8	115		
	11 Troy and Greenbush	6					10,221			114,177	13,503	0			
	12 Troy and Saratoga	25	475,801				44,325	21,000		38.502		24			
	43 Utica and Schenectady	78 .	2,168,165	none.	20,000	100	277,164	180,000	9	331.932	199'094	8	129		
J.	14 Camden and Amboy	61	3,200,000				682,832	383,880			404,956	:	1104		111
	15 Elizabethtown and Somerville	26 34	500.000									• • • • •	02.	• • • • • • • • • • • • • • • • • • • •	
	17 Paterson	16	2 000 000									6	931	1	
	18 Beaver Meadow	26	500,000										00		
	49 Cumberland Valley	46	1,000,000												1
	50 Harrisburg and Lancaster *	36	1,250,000										3 0		
ı	51 Hazleton branch	10	860,000						• • • •						
	52 Little Schuylkill	29	120,000								******				
	53 Blossburg and Corning	40									•••••			• • • • • • • • • • • • • • • • • • • •	
	55 Minehill and Schuylkill Haven	18							19			••••	1431		
	56 Norristown	20	315,000									-	64		7
	57 Philadelphia and Trenton	30	800,000										104		
	58 Pottsville and Danville	29 1	2 400,000												
	59 Reading.	94	1,500,000	7,447,570	40,200	50				597,613			501		49
	60 Schuylkill valley	10 25					90,000				• • • • • •			1	1
	62 Philadelphia and Bultimore	93						200,000			210 000		12:		42
ı.	63 Frenchtown	16					40,043	SUU,UNIU			210,000		431		1
ì.	64 Baltimore and Ohio. (1st Oct.)	183					575,235	279.402		358,620	346.946		481		50
	65 Baltimore and Susquehanna	58	7,623,600		1					1		,	5		1 0
١.	66 Baltimore and Washington	38					177,227			212,129	104,529		84		
ι.	67 Greensville ar i Ross oke		12 1,800,000							100 001		3			
	69 Portsmouth and Roanoke	60 78 1	9 060 000				1			122,871		3			
•	70 Richmond and Fredericksburg	61 1	-2 850 000								• • • • • •				
	71 Richmond and Petersburg		-2 1.200.000		:										
~	72 Winchester and Potomac*	32	700,000												
Ľ.	73 Raleigh and Gaston	84 1	2 500,000												
•	74 Wilmington and Raleigh	161	1,360,000							532,871	: 1:				
U.	76 Columbia	136			34,410	75	201 464	TT ARC		532,871	140,196	5			
	77 Central.	198	5,671,452		,		201,404	93 100		328,425	180,704				
	78 Georgia		-2 2.581.72	3			248 026	158 207	1	248,096	147 592			• • • • • • • • • • • • • • • • • • • •	
	79 Montgomery and West Point	89		170,000		100		130,207		35,000	15,000		1 1 34		q
r.	80 Lexington and Ohio.	40	500,000								15,000				
10	SI Little Miami	40													
	92 Mad river	40	400,000			• • • • •									
n	84 Champlain and St. Lawrence	56	152,000					10.000	40.00		******	.,.,		• • • • • • • • • • • • • • • • • • • •	
	THE WILLIAM TOUCH	15	(AL &. UU					12,000		58,000	24.000	1	11111	l	1

communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y Thursday, May 22, 1845.

NEW YORK AND ERIE RAILROAD.

We congratulate the people of this city, the southern tier of counties, the "great west" and the company, upon the result of the legislative proceedings in relation to this important work. Although the legislature has but partially done its duty towards the people of the southern part of the State, in its legislation in relation to the New York and Erie railroad, yet they have done something; and now, if the people of this city, and along the line of the road, will but do their duty, and subscribe promptly the three millions of dollars required to secure the benefit of the recent legislation, we may, in a few years, enjoy all the benefits resulting to a city like this from an easy, cheap, rapid and uninterrupted communication with the interior.

It is to be hoped and presumed that the company will adopt energetic measures to obtain an early subscription to the stock of the company, and then to resume active operations on the work.

We have not yet received a copy of the law, which we understand, relinquishes, on certain conditions, the lien of the State for its former loans, and cannot therefore speak understandingly in relation to it; especially as no two of the newspapers that we have seen agree in their notices of it; we believe, however, that the principal features are to relinquish the State lien for three millions, when the company shall have obtained subscriptions to an equal amount and have paid in and expended \$750,000 on the work; and that when the \$3,000,000 subscription shall have been paid up and expended on the work, then the company may issue their bonds for an equal amount, which shall be sold by the comptroller, and also expended upon the work. These bonds to be secured by the entire work, upon which over ten millious of dollars will have been expended, and the interest upon them to be paid to the comptroller. It also provides, we understand, that the present holders of old stock shall exchange it two shares for onc.

The law is not what it should have been, yet it will ensure the completion of the read, and the rapid prosperity of this city, and the region through which it will pass, if the managers will set diligently to work, adopt judicious measures, and carry them rigidly into operation.

They will of course, we presume, concentrate their forces on the castern portion of the line, and bring short sections successively into use, and thus make every mile as completed contribute its share of business to the whole line in use.

It has also occurred to us that they might with pro-

Correspondents will oblige us by sending in their and build a road in common from this city, through charge for transportation to three-fourths of a penny the 8th avenue, and Westchester county, to a point sterling," or 11 cent per ton per mile. where they must diverge from the line of the Albany entire cost of both roads.

WESTERN RAILWAY AND THE READING.

East Albany, has presented an important fact in rail-dor. way information, to wit, that iron in pigs, blooms and rolled, is transported by contract (to take it at the pleasure and convenience of the railroad company) at rates that are less than by the river, and Merchants' Magazine, an exceedingly interesting coasting craft, taking insurance into calculation. article in relation to our New York canals, and es-This conforms to information in a letter by the last pecially to the enlargement of the Eric canal, from the steamer, "that railways in England are everywhere pen of John B. Jervis, Esq., civil engineer; and depriving the canals of a great part of their business, and even much of the coasting trade. It is under- acknowledge the source from whence it came. stood the contract price is something less than two cents per ton per mile from Albany to Boston. Even two cents per ton per mile, taking into consideration the heavy grades of 83 feet to the mile over the a portion, and still be overstocked with good things, Western railroad, limits the capacity of action to 80 not even though the article belonged more appropritons the working, and to 100 tons the maximum load, atchy to our Journal, but by some mistake, perhaps, much lower in proportion than is charged for coal got on the wrong track. We have however done our transported over the Reading railway, 11 cent per best to place it on the right track again, and will ton per mile: such, however, is the favorable loca- merely say to the writer that our columns have alor descending line from the coal mines to the Schuyl shall be careful hereafter to keep the switch in watchtrain with either Norris' or Baldwin & Whitney's tion of measures which ought not to have been unengines of 16 to 18 tons. The latter class of loco-dertaken. motives have drawn 156 iron cars, containing 769 tons of 2210 each. The rate of transportation on the Reading railroad, therefore, is high, compared with the Western railroad of Massachusetts. These low rates, however, must not be the guide for charges on all other railways. Much depends on the quantity and the nature of the trade, with the class of gradients going to and from the scaboard. In the case of the Western railway, we presume the ascent to the summit, from tide water at Albany to Boston, is from twenty-five to thirty-three per cent. more favorable than from the Connecticut river west. There is no difficulty in the locomotive on the Reading railway taking up the ascending grades of 19 feet to the mile, all the empty cars, and all the freight required for the interior. This gives it superior advantages to any railway in the United States, and we mistake much, if this road, under eastern management, does not pay a greater dividend than any railway in the United States. We perce've that the Schuylkill canal, by its side, is in the course of "enlargement," a doubtful policy-taking into view the cost of the same-by our experience, to secure cheap transportation. In the latitude of Pennsylvania, a canal, compared with a railway, loses one year in three; in this State it is nearly one in two. This is a great item to take into consideration, where a steady coal trade, like that from the Schuylkill valley, is to be contended for. The railroad giving constant employment to the mines, while the canal, as observed, would cause them to lose about one year in three.

priety unite with the New York and Albany company ment, are accepted with avidity when they limit the MOUNT CARBON RAILHOAD—total tons...

A great change is gradually taking place in public road to connect at Piermont by a ferry. In this way opinion in this country and in England, in favor of these two lines from this city may be mutually ben-railways. The Western railway of Massachusetts eficial to each other, and to the people. Let the peo- has done much to establish the productiveness of a ple now come to the work with a will, and a deter-good railway "between desirable points;" and the mination to complete both roads in the shortest possi- next year's business in the coal trade over the Readble time, and they may rest assured that the real cs- ing railroad, of say from 800,000 tons this year and tate of this city will increase in value to an amount 1,000,000 of tons calculated to be transported the next greater than it would otherwise do, more than the year, will satisfy the most skeptical of the superiority of the Reading railroad for cheap transportation over any canal that can be built. This must be self evident to any one who will examine the subject J. E. B.

ERIE CANAL ENLARGEMENT.

We republished, in our last number, from Hunt's accidentally omitted to give the proper credit, or to

We would not, intentionally, rob our neighbor Hunt of his valuable wares, even though he could, from his abundance, afford to spare us occasionally with Winans' best 22 ton engines, and is a rate in consequence of the "switch" being out of place, it tion, and construction of this road, being on a level ways been, and still are open to him; and that we kill, that the regular working load is 500 tons each ful hands, and use it too, if need be, on the resump-

THE COAL TRADE SCHUYLKILL VALLEY.
Sent by railroad from Pottsville and Port
Carbon—total tons
From Schuvlkill Haven-total tons 105,517-08
From Port Clinton 520-18
Total
BY CANAL.
From Pottsville and Port Carbon-total. 21,044-11
From Schuvlkill Haven—total 5,152-14
From Port Clinton—total 9,251.05
Total9,251.05
Total by canal
Total by railroad
Total by railroad and canal
LEUIGH COAL TRADE.
Total shipments from Mauch Chunk. Lehigh
coal and navigation co.
Summit mines 21463
Summit mines, - 21463 Room run do., - 7043—31506 Beaver Meadow railroad and coal co., 10064
Beaver Meadow railroad and coal co 10064
From Penn Haven—Hazleton coal co., 9061
From Rock Port—Buck Mountain coal co., 2869
53,500
PINE GROVE COAL TRADE.—On Union canal rail-
road from 16 to 30th April—total tons6546
On Swatara railroad—total tons2959
WYOMING COAL TRADE—total8048
WILKESBARRE COAL TRADE-tolal11152
MINEHILL AND SCHUYLKILL HAVEN RAILROAD

We commenced the publication in our last, to 1 in 100, was frequently not less than places, as follows: and complete in the present number, the able £10,000, £20,000, or even £30,000 per The boats forming the line are the Lady and interesting report of the railway branch of the board of trade, to the railway committee of the house of commons, upon the successfully on grades of 60, or 100, or even steamer Niagara, Capt. R. F. Child. Gonumerous applications for new railways, and branches to, or extensions of, railways now incline, on the Birmingham and Gloucester every day, (Sundays excepted,) at 3 o'clock, in use in Scotland. It speaks of some mat-railway, which is 1 in 371, or 142 feet to the P. M.; Rochester at 10, P. M.; Oswego at ters in which most of our readers have but mile, for two miles and three chains, which is worked by an engine constructed for the burgh in time for the daily boats for Monwe could well afford to it, and do justice to purpose without serious inconvenience to an treal, which run in connection with this line. other calls upon the Journal; yet we give it extensive traffic." They say also that there On the upward trip, a boat will leave Ogentire, and ask for it an attentive perisal, as "passes over the road between Oldham and densburgh every day, (Sundays excepted,) it gives many important facts, and much Manchester, which has grades of 1 in 59, 1 at 8 o'clock, A. M.; Kingston 5, P. M.; useful information, which should be in the in 48 and 1 in 27 for two miles, and 1 in 150 possession of the people of this country, who, for the whole remaining distance of five Lewiston at 4 o'clock, A. M., in time for more than any other people on earth, require miles, ten trains, each way, carrying on an the cars for Niagara Falls and Buffalo, and the facilities of railroads for the transaction average 1,200 passengers and 300 tons of in time for the steamers leaving Buffalo at of their business.

ception of the eastern line from London to North Union, Newcastle and Carlisle, and These bouts also run in connection with the Edinburgh, the railway question for Scotland other lines, also affords proof that, with light packet boats plying twice a day between is yet an open one-therefore it is of the ut. trains, the effect of steep gradients, ranging Syracuse and Oswego, forming the pleasantmost importance that, in commencing a sys- from 1 in 100 to 1 in 50, or even higher in- est and cheapest route between Syracuse tem which is likely to pervade the whole clination, may be worked under ordinary and lake Erie. The difference between the country, care should be taken, in locating circumstances with perfect safety. the main or trunk lines, that the great through distribution of gradients is deemed quite an or main business shall pass over the shortest important matter, even more so, sometimes, Board on the way, and most favorable route, and which may, at than their absolute inclination. They say Supper, breakfast, &c., at Buffalo the same time, be accessible by lateral or that a line of undulating character, with branch roads for the principal cities and ma. steep but short gradients, alternately rising nufacturing towns in every direction.

of an unbroken communication when passing though less steep, are of greater continuthrough large towns or cities. Of so much ance; and then on the other hand, where importance, indeed, do they esteem this point, the inclination of the line is concentrated on that they recommend leaving Dundee en- one or two gradients of such length and setirely out of the main line, and the construct verity that assistant power is required at any tion of a branch road of 201 miles, at a cost rate, it may be comparatively unimportant of £200,000, mainly on account of the dif whether such gradients be a few feet more class, unsurpassed for speed, safety, and eleficulty of passing through that town which or less in the mile. In this way lines with is confined between a high hill on one side, gradients of 1 in 70 or 1 in 80 distributed and the river on the other. Possibly some over them in short lengths may be positively of the members have had experience in be- better lines, i.e. more susceptible of cheap comfort of passengers. ing "cabbed," or "hacked," or "carted," and expeditious working, than others which from one railroad to another, in some of our have nothing steeper than 1 in 100 or 1 in lake Ontario route, combined with its cheapcities, and are thus able to estimate fully the 200. pleasure and profit of such excursions, and often advanced by an able correspondent of would therefore prevent others from partici this Journal, though they then met with less pating in them.

grades of 1 in 80, 1 in 50, and even 1 in 38 vanced in the Journal, at the time deemed are spoken of as not being serious obstacles visionary. to a heavy business on good roads, with locomotive power. They say that, " not many years ago anything steeper than 1 in 200 We learn from the Oswego Whig, that holder and director, and few men are more feature in a line;" and that "the difference business on Lake Ontario have been comof expense in construction, between a line pleted, and that a daily line of steamboats illustrated the facility and cheapness of rail

and falling, may oftentimes be worked at as The board appear to appreciate the value much advantage as one where the inclines, These views have been years ago favor than longer experience seems to have It will be seen, on reading this report, that accorded them. So with other opinions ad-

> STEAMBOAT ARRANGEMENT ON LAKE ONTARIO.

was looked upon as a decidely objectionable the summer arrangements for travel and competent to enlighten the public upon the with first class radients, i.e. none steeper will ply during the season between Ogdens- road transportation as follows:-

RAILWAY SYSTEM IN SCOTLAND. than 1 in 200, or second class, ranging up burg and Lewiston, stopping at intermediate

their business.

goods per day at an average speed of 22 miles 9, A. M. A boat also leaves Lewiston for The board of trade say that, with the experiment of the Toronto and Hamilton, immediately on the The railroad and the lake route is stated thus :-Railroad fare from Syracuse to Niagara

Falls, (200 miles,) 87 OU 1 00 1 50

89 50

Fare from Syracuse by the lake route to Niagara including board, &c (196

Difference in favor of the lake route, \$4 00 The packet boats running between Oswego and Syracuse are new, commodious, and elegantly fitted up and furnished, and under the charge of capable and attentive captains, already well and extensively known. steamers forming the line are of the first gance of accommodation on the lakes. They are under charge of experienced, skilful, and well-tried commanders, attentive to their duties, and regardful of the safety and the

The grand and attractive scenery of the ness and opportunity for rest and comfort, afford to passengers going east and west a welcome and delightful change from the monotony of a railroad ride of 365 miles.

RAILBOADS.

Hon. William Jackson recently made an interesting speech, at a meeting of the friends of a railroad from Worcester to Pro-Mr. Jackson has long been familiar with railroads, in the capacity of stocksubject of railroads. His speech abounds with inferesting facts and illustrations. He

days you may see an engine with a train of the case with multitudes. cars containing about 100 tons of merchandise, passing from Albany over the Berk, is the most important to the capitalist, viz., shire mountains at the rate of 10 or 12 miles the value of railroad stock as an investment. lbs. over those mountains 25 miles per day. nic. In reference to two of these roads, Mr. Divide the load of this engine by 1200 and J. remarks, that they "are competitors for horse is every day, fair or foul, doing the a view of cheapening transportation, by the work of 663 of your horses. And he does encouragement of competition between two the work with the aid of only four men; - railroads. If they act as competitors, they yours, with four-horse teams, would require destroy each other. By a division of the show the annual expense of maintaining this single road, doing all the business, could afteam to be about \$11,000. Similar items ford to reduce greatly." All southern roads

With such facts before the mind, it is no them. malter of surprise that railroad transporta tion is cheap. Coal is transported 90 miles New England railroads, which stand well at over the Reading, Pa., railroad, at a cost of the stock board, are presented in a tabular 45 cents per ton, and it is expected that the form, as follows :expense will be reduced to 37 cents.

In regard to the estimates of passengers which will pass over a contemplated road, Mr. Jackson gives a good many interesting facts, showing that the actual always exceeds the estimated number of passengers. The estimated number of passengers be-tween Boston and Lowell, before the Lo-well road was built, was 37,440. The actual average number between those two cities alone, for the last six years, without including those brought to the Lowell road by other roads, has been over 100,000. estimate for the Worcester road was 23,500 Before the opening of the Western and Norwich roads the number reached 78,000.-The original estimate of the eastern road was 121,700. The number now exceeds 500,000. The estimate for the Fitchburg was 71,791. The first half year of running about half the road, nearly 10,000 more passengers were carried than were estimated for the whole road a whole year.

The increase of passengers on all our rallroads, said Mr. Jackson, has surprised every body, and yet there is no necromancy or mystery about it to any one who has been in a position where all the elements which are working to produce this result are in sight. His own experience and example, he observed, would perhaps afford as good an illustration as any other. He was seven and a half miles from Boston, and carried on a manufacturing busines of the same kind and about a similar extent for twenty years.

Mr. Jackson presented another fact, which in relation to your teams will show an an-nual aggregate expense of about \$120,000." territory sufficiently populous to support

The length, cost, and market value of the

	Length miles.	. Capital.	Dividend.	Price, for
Portland,	50	1,200,000	6	101
Concord,	35	750,000	12	141
Maine,	56	1:300,000	6	111
Bost, & Prov.,	42	1,900,000	6	110
Bost. & Wor.,	44 .	2,900,000	7.	118
Eastern,	54	2,400,000	6 .	110
Fitchburg,	49	1,000,000		122
Nashua & Lowel	1. 15	380,000	1 8	125
New Bedford,	21	420,000	6	102
Taunton.	11	250,000	8	117
Western,	156	8,000,000	6,.	194

Total capital, \$20,000,000 Average dividend,

Another important fact was stated. The increase in the amount of the valuation in Boston, for eleven years preceding the opening of railroads, was 251 millions of dollars; of many shrewd men in Boston, that the amounts to more than the entire cost of these

We copy the above from the Hampshire

"Every morning in the year except Sun- and sometimes twice a day. The same is and thus pay all necessary taxes of our city government.

IMPROVED RAILROAD CARS.

We have had occasion more than once to an hour, or 100 miles per day, stops included. All northern railroads pay good dividends, speak in terms of commendation of the Iron ded. One of your horses might carry 1200 but the Stonington, Norwich and Housato-Truck Frame and superior passenger cars, built by Messrs. Davenport & Bridges, of you have the requisite number of horses for the same business. Either, without the 25 miles in a day, say 167; and four times other, would be good property; together, this number, or 668, could carry this load they afford a practical illustration of the folly pecially on the Long Island road. An easy, Cambridgeport, near Boston, now in use on 100 miles in a day-and hence the iron of two charters for the same business, with spacious and well ventilated car is of much greater importance to the success of a railroad than the companies seem to imagine. Who that has once rode in such a car would 167 men. The interest on the cost of such proceeds, as is now the case between these not willingly pay an extra price rather than an engine, amount expended for its repairs, roads, they are only doomed to half pay, and to be confined in a "box," as is the case on wages of the four men, with wood and oil, the public to high charges forever, which a some railroads, where they are endeavoring some railroads, where they are endeavoring to "wear out their old cars" before they

We give in another page, a description, with engravings, of the "improved iron truck frame," above alluded to, and shall give in our next, and succeeding numbers, different views of the cars made by Messrs. D. & B., both external and internal, and also of their improved freight car; in the hope that they may be more generally used-especially on long lines.

THE IRON TRADE.

We have received by the steamer Britannia the English Railway and Mining Journals to 3d inst. We find in the Mining Journal of April 19th, the following remarks upon the Iron trade, viz:-

"Although the ironmasters at Wolverhampton, and the preceding quarterly meetings, had evinced such readiness to advance for the eleven subsequent years, it was more the price of their metal, and, even in the than 411 millions—and this, too, in spite of face of a quotation already high to an extent two severe pecuniary revulsions in the latter without a parallel, had ventured to increase period. Mr. Jackson said it was the opinion it, the public looked with much confidence to the last and decisive meeting at Dudley, gain of property in the city, attributable expecting a modification, if not an importsolely to the instrumentality of railroads, ant reduction, in the prices previously fixed on; these anticipations have not, however, been realised. At the quarterly meeting at Dudley, last Saturday evening, the ironmas-Gazette, for the purpose of saying that we Wolverhampton, and which, as the determifully concur in the above opinions, and have nate figure for the metal now, may be quotnot a doubt of their entire accuracy. We ed as follows:-Bars, £12; common nail have often said, and now repeat, that the rods, £12; rails, £14; hoops, £13; plates, city of New York would, in ten years, be the £14; sheets, £14; pigs, (Shropshire,) £6 rossing by building the New York and Frie 10s.; pigs, (Staffordshire,) £6 10s. This gainer by building the New York and Erie, decision to maintain the advance fixed on a and the New York and Albany railroads, by fortnight since, is justified by various con--Before there was a railroad, he went to a tax upon its real estate, even if it never re- current circumstances. The ubundance of the city once a week with a horse and ceived a dollar in the way of dividends; orders, the full engagement of the different chaise, and spent a day about it. Instead but if properly constructed and managed, of an hour's hard work for black of an hour's hard work for black of an hour's hard work for black of the constructed and managed, of an hour's hard work for himself and horse, they would, in addition to the enhanced value crease in the wages of the miners, all war-stay half an hour, one hour, or more, and which they would give to property, yield return when ready, without the loss of five from \$1,000,000 to \$2,000,000 net reve-arranged quotation. Still, we are far from minutes. Hence, he now went every day, nue within ten years after their completion, considering it either wise or beneficial;—

while in many cases it is but nominal-in judicial."

From this it appears that there was a determination to persist in demanding these high rates. We find, however, in the same journal, of the 26th April, the following remarks, viz .-

"We have, for the past several weeks, recorded the rise in price of iron, while we have, in common with many others, considered it too rapid to be permanent. When £4 5s., now quoted at £10 to £11, it may very well be imagined, that the ironmasters must be doing a good 'trade' at present prices, if they could 'live' before. But it appears, from the course taken within the past ally to the point of estimates and traffic. few days by some of the principal parties determination to reduce the price of bars, which we are informed on good authority, has been settled at 40s. per ton, with the ina stop to the excessive prices, wages, and, further, the rivalry which is naturally expected from new works being established, and old works resumed. Our impression is, that the demand for iron, although it may such as to warrant the advance in price, and their fingers.' Some of the Welsh ironmasters are progressing at a railroad pacethey can afford to do so with present prices; but let them take care that they do not destroy themselves."

The Journal of 3d inst. has the following, which shows that the contemplated reducthe trade.

"A meeting of some of the most influential Staffordshire ironmasters was held on Scotland. Thursday last, at Birmingham, when it was resolved to take off the last advance of £2 is a proper and necessary part of such a ern lines, it was better to take a circuit of per ton upon manufactured iron, which, it system. Aberdeen is a town of 64,000 in- six miles, for the purpose of placing the will be remembered, we referred to in our habitants, the seat of considerable trade and towns of Arbroath and Dundee in the main remarks of last week."

It seems, however, that speculators have got hold of the trade, and there is no telling what may be the result, unless the manufacturers keep the control in their own hands.

" The iron market is much firmer in Scotch pigs, the speculators again turning their attention to it; 85s. has been paid within the in connection with Dundee, Perth, Edinrisks, was even declined by the partythe terms were subsequently accepted by another less cautious trader."

The number of passengers who passed through the Thames tunnel in the week end. ing April 12, was 23,921; amount of money, 991. 13s. 5d., (last year, 1991, 18s.)

others it is, there is no doubt, positively pre- subscriptions in this town to the stock of the view, the termination of the Aberdeen line last week to over \$100,000."

RAILWAYS IN SCOTLAND. (Continued from page 325.)

return on the required capital.

legislature.

rection as the Glasgow, Damfries and Carlisle line, for 18 miles from Kilmarnock, does not appear either to be necessarily involved our opinion, that we are not aware of any in the fate of that undertaking. It will open public grounds why the Aberdeen line should up a rich mineral field, and afford local ac- not be sanctioned. cover the next two or three years, is not commodation to a cousiderable district in Ayrshire; and as the Glasgow and Ayr com- northern, and of the Scottish Central and that some folks will, if they mind not, burn pany are desirous of undertaking it as a Caledonian as the southern links of a great feeder to their exis ing line, we are aware trunk line of communication for Scotland. of no public reasons why it should not be sanctioned.

We now come to the remaining schemes north of the Forth and Clyde; viz. the Aberdeen, the Scottish Midland, the Dundee and Perth, and the Edinburgh and Northern.

We have already stated our opinion that assumed as the basis of a system of railway line being common to each combination. communication for the northern portion of

district.

The population along the line, including Stonehaven, 3,012 Brechin, .7,560 Montrose, 15,093 Forfar. - 9.620 .Arbroath, -8,707

past week for 10,000 tons, and there are few burgh, Glasgow, and England to the south, sellers now under 87s. 6d., though we are also appears sufficient to justify and support aware of an offer being made of 1000 tons an extension of railway communication in Dundee and Arbroath railways are more Scotch pig at 80s., which, being under some this direction, where it is ascertained that a than half a mile apart; and the only conline of chenp construction and with favorathe same time, it is obviously desirable to harhor commissioners, who have a power se-

The Worcester Palladium says that "the avoid unnecessary expense; and with this Worcester and Nashua railroad had reached at Friockheim, which by rendering the Arbroath and Forfar railway available, saves the construction of 51 miles of main railway, and four miles of branches, appears justifiable, although a slight shortening of distance in the main line, to the south might be at-These circumstances induce us to hesi-tained by taking the line, as has been sugtate in recommending the rejection of lines gested, straight to Forfar. By this latter proposed to open out new districts in Scot-combination, however, not only would inland, where the local advantage will be con-creased expense be incurred, but the distance siderable, and where substantial parties are of the town of Montrose from the main line we reflect that pig iron was selling in the ready to undertake them; although we may would be increased, and all the traffic of that Clyde at 35s. per ton, which is now quoted feel doubts, looking at the existing amount town, and of places to the north of it, with at £5 10s. to £6—that bars were sold at of traffic, as to its sufficiency to yield a fair Arbroath, and with the large and important town of Dundee, would be diverted over a In such cases, we think it better to di-considerable additional length of railway. reat the attention of the committee on the The Aberdeen line, therefore, appears to us bill for authorizing the undertaking, speci- to be well laid out, with a view to the objects which it has to attain. The impor-Subject to this reservation, we have to re-tance of this line is increased, by the consiinterested in the 'trade,' that, in their opi- port our opinion, that there are no public deration that a cheap and easy line, traversnion, the price is too high, and hence their grounds why the Edinburgh and Hawick ing a district of considerable population and line should not receive the sanction of the local traffic, is stated to have been surveyed from Aberdeen to Inverness. Should this The Cumnock branch of the Glasgow and be the case, it seems not improbable that tention of a further reduction, so as to put Ayr company, which runs in the same di-railway communication to the more northern counties may be extended in this direction.

On the whole, therefore we have to report

Assuming the sanction of this as the the question of supplying the intermediate link rests between the Scottish Midland and the Dundee and Perth, in connection with the existing Dundee and Arbroath, and Arbroath and Forfar lines. By the former the connection between Perth and the Aberdeen railway, is effected in 38 miles, by the latter tion had been made by at least a portion of the Scottish Central line to Perth must be in 44; 71 miles of the Arbroath and Forfar

Had the question simply been, whether under existing circumstances, and with the It is equally clear that the Aberdeen line existing prospects of traffic upon the northmanufactures, and the centre of an important line, and rendering the existing Dundee and Arbroath line available, or to shorten the trunk line by this distance, by going through Strathmore to Perth, we should have been inclined to prefer the former alternative.-But it appears that the advantage of an unbroken locomotive communication cannot be afforded by the Dundee route, which is interrupted by two gaps, first in the town of Dundee, and secondly in Arbroath.

The termini of the Dundee and Perth, and nection proposed to be made is, by laying ble gradients can be found; nor does there down rails along some of the principal quays appear to be any reason why such a line and streets of Dundee, over which a limited might not afford, as well as the Dundee and number of carriages and wagons may be Arbroath, and Arbroath and Forfar lines, a hauled by horse power. Even this arrange-moderate return on the capital invested. At ment will be subject to the control of the for the accommodation of the increasing appears to us, upon public grounds, to be bannch. trade of the port, or for additional dock justifiable.

ate expense; but at Dundce, owing to the fere injuriously with the navigation.

The existence of this interruption seems Scotland to the south; when by the Scottish petition with the Scottish Central. Consi- provide accommodation at their own station Midland or Strathmore line we are offered a dered, however, simply as a local line, it is in Glasgow. communication 51 miles shorter in actual calculated to afford great accommodation to It appears to us, therefore, that as the didistance, without interruption, and with ex- the County of Fife, and also by opening up rect line offers such superior advantages, this cellent gradients. The difference in point the coal fields of that county to the adjoin- is not a case in which the Glasgow and Ayr of time between this and the Dundee route ing counties, and to the towns of Perth and company can fairly claim to be allowed the for the transmission of mails and quick trains Dundee. The advantage to the latter town privilege of extending a branch from their must necessarily be considerable; and this will be somewhat diminished by the increased existing line; and we have, therefore to regreat line of communication could not pro- distance rendered necessary by the circuit port, that of the two competing schemes, the part of the harbor commissioners of the navigation of the Tay. Still the advan-appears to us to be preferable.

over will afford great accommodation to a probability of being a solvent commercial railway, over which some part of the traffic district of considerable resources, and capaundertaking. This we do not feel to be the of the lines in question may pass.

A level crossing over a road of this immittee on the bill to the estimates laid before be sanctioned. them.

is only £200,000, and which will morcover company from their existing line. be the means of introducing coals at a cheaper rate into Dundee, and of accommodating communication to Glasgow by two miles a considerable local traffic between that town upon a total distance of nine miles.

cured to them by the act of the Dundee and and Perth, we cannot hesitate to report our It also accommodates more places, and a Arbroath railway company, of buying up opinion that, notwithstanding the sanction larger population; is more favorably situated about three-quarters of a mile of this rail of the Scottish Midland as the preferable line for extension; and is supported by a great way, including its terminus, in order to meet for through communication to the north, the majority of the local interests concerned, the contingency of the space being required construction of the Dundee and Perth line which are opposed to the Glasgow and Ayr

In the town of Arbroath a similar inter- that it is to follow the alternative line on the affords a shorter communication towards ruption exists, and the traffic passing from north bank of the Tay, and not as originally the one railway to the other is drawn by proposed, to cross that river by a bridge;—horses over rails laid down in the streets.

Paisley; but as the principal traffic of the district is with Glasgow, and as the distance from Barrhead to Paisley is very circuitous, The interruption at Arbroath might pro-bably be avoided by effecting a junction of the two lines outside the town, at a moder-them for the purpose as calculated to inter-does not seem of much weight.

Perth line.

perly he made to depend on the exercise, on by Perth, in order to avoid interference with the Glasgow, Barrhead and Neilston direct Dundee, of a discretion guided by circum- tage, from the introduction of coals at a

the north to Perth. But looking at the im- of competition for the accommodation of a opinion respecting them. portance of the town of Dundee, which, as manufacturing district in the vicinity of the seat of extensive linen manufactures, is Glasgow. This district, comprising Pollock- are certain short branches proposed by the much connected with Glasgow, Liverpool shaws, Thornliebank, Barrhead, Neilston, Edinburgh and Glasgow railway company: sirable that it should enjoy a connection with tension to it of railway communication; and with the Monkland and Kirkintilloch. the general railway system of the kingdom; the sole question is between the independent and as this connection can be effected by a scheme proposed for that purpose, and the line of 201 miles, the estimated cost of which branch proposed by the Glasgow and Ayr

The former is more direct, giving a shorter

The only point in which this branch ap-In considering this line, we have assumed pears preferable to the direct line is, that it

It has been objected to the direct line, that peculiar situation of the town, which is confined between a steep hill and the river, there Edinburg and Northern line, we equally asseems no possibility of effecting a proper sume that it is to run to Perth, without af- establishment and station in Glasgow: and, junction, unless at nn expense so heavy as feeting a junction lower down, by means of as a general rule, it is certainly true that to render it very unlikely that it will be un. this proposed bridge, with the Dundee and lines of this short length are worked more advantageously as branches in connection We have already stated our opinion that with existing lines; but in the present into us conclusive against the alternative of for the purposes of a through line of com-stance, this objection is obviated by an selecting the Dundee route as the sole line inunication, this line, owing to the interrup- agreement with the Glasgow and Greenock of through communication from the north of tion of the ferry, cannot be placed in com-railway company to work the line, and to

With reference both to this line and to cumstances referable to the trade of that cheaper rate, will be considerable; and hav-the proposed Clydesdale Junction railway, ing reference more particularly to this, we we beg to direct the attention of the com-The Scottish Midland line appears thus to do not feel ourselves justified in reporting mittee on the bills, to the crossing of the he necessary as an integral portion of the unfavorably of the undertaking, unless fully turnpike road from Glasgow to Paisley on a northern line of communication, and it more convinced that it holds out no reasonable level, by a portion of the Pollock and Govan

remarkably easy construction, and likely to proposed, with a single line of rails, and as portance, at a point where it forms one of be worked economically in connection with cheaply as possible; although we beg to di- the principal outlets, and in point of fact other lines, it appears to hold out a fair pro- rect the attention of the committee on the may almost be considered as one of the pubspect of remuneration. This, however, is a bill particularly to the estimates, both of lic streets of Glasgow, is evidently objecpoint upon which, as in the case before re- cost and of traffic. With this reservation tionable, whatever restrictions may be introferred to, we must content ourselves with di- we have to report that we are aware of no duced against the use of locomotive engines, recting the particular attention of the com-public grounds why the scheme should not or for regulating the passing of wagons; but the amount of inconvenience, and the The two remaining schemes—the Glas- proper mode of applying a remedy, are ques-The construction of the Scottish Midland gow, Barrhead and Neilston direct; and tions which depend so much upon detailed would render the Dundee and Perth line un. Glasgow and Ayr, Barrhead and Neilston evidence as to local circumstances, that we necessary as part of the through line from branch—have reference to a local question may abstain from expressing any decided

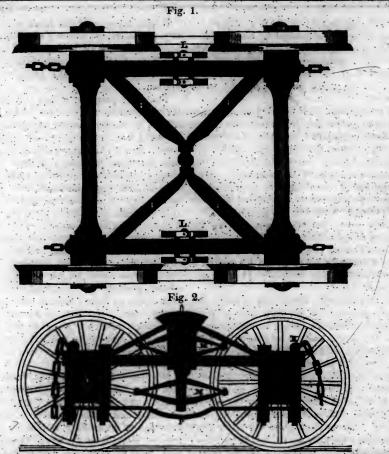
The only other projected lines in Scotland

and other commercial and manufacturing and other manufacturing villages, is evident towns in England, it appears to us very dely of sufficient importance to justify the exconnect the Edinburgh and Glasgow railway

2. A branch five miles in length, to the village of Campsie.

3. A branch two furlongs in length, to afford access to additional station room in

We are not aware of any objections to these branches on public grounds.



DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Rallroad Companies is respectfully invited to the following description of their justly-celebrated invention:

Fig. 1 of the drawing above represents a top view or plan of our Improved Railroad Truck. Fig 2 is a central, longitudinal and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusses; they consist of two long bars of plate iron, (about three inches wide by seven eighths of an inch thick,) bent into the shape as seen in drawing 2. Each of them is placed directly over a flat and straight tie bar, A, which extends from one end to the other, as seen in Fig. 2. These parts, so arranged, receive between their ends the ends of diagonal cross bars or braces, B, which are united at their centres by being clasped and welded, as seen in Fig. 1. The bars so composing what may be considered as side trusses and diagonal cross braces, rest at their ends upon four pedestals, F, F, which receive the bearings or boxes for the axles to run on. Another flat tie bar, P, extends from the under side of one of the pedestals to that of the other, on the same side of the frame, and the whole is secured together by eight bolts, J, J, passing down through the ends of the several bars, A, B, C, and the pedestals, and on each side of the journals of the axles; O, O, in the positions represented in the drawings. From the above it will be seen that there are two bolts to each pedestal, and that this number is all that is requisite for the full security of the bars and pedestals together. The body rests and moves upon two sectional supports, D D, arranged on the sides of the truss frames, as seen in Fig. 2; they extend somewhat, or a sufficient distance above the truss frames, and are jointed at their lower ends by means of a bolt, L, which rests upon the top of the lower spring, M, which spring rests upon a bolt passing through the lower part of the inverted strap, E, which strap passes over and rests upon the top part of the upper spring, M, which is placed within the truss frame, and rests upon the top of the bar, A.

Two bands, N, N, are passed entirely around the central part of each truss frame, the object of the motive Engine, 4 wheels and Tender. Cylinsame being to transfer the strain, or a portion thereof, of the spring, from the tie bar, A, to the arched bar, C.

These Trucks are adapted as well for eight, wheeled passenger cars as for haggage and freight cars.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, B, as seen in the drawing, and the other peculiarities of construction, the weight is equalized upon all the wheels, and yet any one may be raised so as to pass any inequality on the rails without lifting either of the other wheels from the track, thus rendering it almost impossible to run a car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired.

These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them,

CAMBRIDGEFORT, April 1, 1845.

DAVENPORT & BRIDGES.

MINERAL RESOURCES OF PENNSYLVANIA.

With a territorial domain of 47,000 square miles, this, the keystone of the States, has richer intive resources than any other state in the Union: its population in 1684 only 7000, was in 1840 nearly 2,000,000 rits agricultural products exhibit a corresponding increase: it yields abundantly both anthracite and bituminous coal. In 1820 only 365 tons of anthracito were sent to market, in 1830 the quantity reached 174,737 tons, in 1840 it was 865,414, and in 1844, 1,631. 699-showing that the trade has nearly doubled within four years. The region where bituminous coal abounds, embraces 21,000 square miles, and at least 2,000,000 tons are annually mined in the state. Iron is very abundant in the state; also, marble, limestone, zinc, copper and lead.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even it

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Mesers. Dayenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, ja45 Rading, Pa.

C EORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
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outside if required. Railroad Companies wishing
to order will please give the gract inside diagneter to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron;
Straight Axles, for Outside Connection Engines;
When the Engineery of Trink Function and Trink Function Straight Axles, for Outside Connection Engines; Wro't: Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines; to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw, Mill, and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descriptions. ja451y"

FOR SALE, AT A SACRIFICE - A LOCOand of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse ""

1 Upright Hydraulic Press. All of which will be sold low; on application o T. W. & R. C. SMITH.

Founders and Machinists, Alexandria, D. C. May 12tf

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Subscribers are peady to execute orders for the
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DAVIS, BROOKS & CO.,
ja45

21 Broad st., N. York.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

JOHN S. DARCY, Esq., President.

J. P. JACKSON, Esq., Secretary. Capital, \$2,000,000.

ROBERT SCHUYLER, Eeq., Vice President.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAIL	SUNDAY.	
Courtland street,	A. M.	P. M.	A. M. P. M
For Newark	9, 11, 12	2, 3, 43-4, 6, 71-2	9 4.3-4
" Elizabethtown	9, 11	2, 3, 43-4, 6	
" Rahway	9, 11	3, 43-4, 6	
" New Brunswick	9	3, 43-4	
Leave	1. 12 1. 2. 2. 2. 1. 1. 1.		
New Brunswick	6. 71-2. 11 1-2	. 834	
Rahway	63-4, 7, 81-4, 12	4 3-4, 9 1-4	
Elizabethtown	7, 71-2, 81-2, 101-2, 12	3 1-2, 5	
Newark	71-2 81-4, 9, 11:	11.2, 4, 51-2, 7, 93-4	1134 934
For New York.			

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 434 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

(F.)	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Brunswic		
	Miles.	Cents.	. Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	
New York			91-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50	
Newark	91-4	25			51-2	12 1-2	10 1-2	25	22 1-2	50	
Elizabethtown					·		-5	12 1-2	163-4	50	
Rahway	1934	31 1-4	10 1-2	25	5	121-2			11.34	371-2	
Rahway	31 1-2	50 =	22 1-2	50.	16 3-4	50	11 3-4	37 1-2	F		

KITE'S PATENT SAFETY BEAM.

M As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken; but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

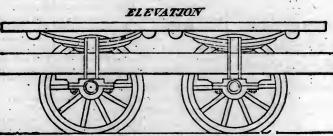
with entire safety. Had not this invention been used, serious accidents must have occurred. In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

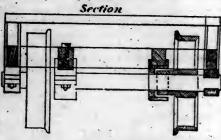
and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

The model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

Safety Beam





R. CASEY, CIVIL ENGINEER, NO. 23 V . Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

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- REFERENCES. -Boston, { Col. James F. Baldwin, Civil Engineer. { Col. J. M. Fessenden, "Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45

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Albany fron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Gorning & Co., Albany; Hart & Merritt, New, York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of east iron, from a variety of patterns, and chills; ear wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

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of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

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ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT
Spikes. The Troy Iron and Nail Factory keeps
constantly for sale a very extensive assortment of
Wrought Spikes and Nails, from 3 to 10 inches,
manufactured by the subscriber's Patent Machinery,
which after five years excessful operation, and now which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-

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All orders directed to the Agent, Troy, N. York,

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Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal fron mer-chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jan-viers, Baltimore; Degrand & Smith, Boston. *,* Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand. ja45

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Boston	Portland	Eastern,	Daily,	71,	21,	106	\$3 0
"	Portsmouth.,	"		71,	21, 41,	54	20
"	Newburyport		"	71,	21, 41,	35	12
"	Salem		46	74, 9, 114,	21, 31, 41, 6,	14	5
"	Portland	Boston and Maine,	"	74, 74,	21,	109	3 0
ortland	Boston		64	71,	3,	. 109	3 0
oston	Lowell	Boston and Lowell,	44	7, 11,	2, 5,	26	7
owell	Boston		46	74, 11,	$2, 4\frac{1}{4}, 5\frac{1}{4}, \ldots$	26	1 . 7
oston	Concord	Concord,	46		31,	76	20
oncord	Boston		11.	1	31,	76	3.0
oston	Nashua	Nashua and Lowell,	4:		5,	41	
ashua	Boston.		44	61	14, 5,	41	·
oston	Worcester	Boston and Worcester,	"	7, 9,	21	44	1 2
Vorcester	Boston.		4	7, 10,	6,	44 .	1 1 2
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oston	Worcester		16		2	1	
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64	" New Haven	"	Daily,	9,	21		
"	Albany	Western,	""	9,	21	200 -	-60
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	Boston and Albany		"	7,	3		
pringfield	New York via New Haven		46	1	91		-
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lest Acton	Charlestown New York, via Steamboat trains	Poston and Stanington	Tues., Thur. & Sat.,	71, 101,	41		
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ew York	Greenport	Long Island,		71,		95	2 2
roo'dyn	Hicksville & intermediate places			91,		26	5
"			Tues., Thur. & Sat.,	91,		95	2 2
	Hicksville, (Saturd'y to Suffolk)		Daily,			26	5
reenport	Brooklyn, (Boston train)	******			1,	95	2 2
"			Mon., Wed. & Fri., Daily,		***************************************	95	2 2
ick sville	" & intermediate places.					26	5
ew York	Albany & Boston via N. Haven	Steamer,		61,		*****	5 0
"	Middletown	New York and Erie,	"	8, 3,		53	
fiddletown	New York		"	64	34	• • 53	
hiladelphia	Pottsville	Reading.	"	9,		94	3 5
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ew York	Newark	N. J. railroad and trans. co.,	16	9. 11. 12	2. 3. 41. 6. 74.	91	2
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11	The III	nect with Morris Railroad.	Sundays.	9,		91	2
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"	Elizabethtown	connect with Somerville Rail-	Daily,	9, 11,	2. 31. 41. 6	144	3
lizabethtown		road.	24.3,	7, 71, 81, 101, 12,	31 5	141	3
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rederick	66	******				••••	
L'antela MET	44		Sundays,	8,		••••	
licott's Mills.			Daily,	71, 12,		••••	• • • •
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bany	Schenectady	Mohawk and Hudson,	"	8,	5	• • • • •	
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	Saratoga	" "	"	71,		••••	
ratoga	Albany	" "		7,		••••	
roy	Saratoga	Troy and Saratoga,	31		31,		
ratoga	Troy	"	"	71,			
uburn	Rochester	Auburn and Rochester,	4	81,			
ochester	Auburn	"	16	8,			
"	Buffalo	Rochester and Buffalo,	"				
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11	Falls.	Buffalo and Falls,		9,			
		Bullio and Fans,			11	•••••	
	Buffalo						
dls	Buffalo	Albany and Buffalo		81,		••••	

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

POR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 221

- THURSDAY, MAY 29, 1845.

[WHOLE No. 465, Vol. XVIII.

Bean

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KITE'S PATENT SAFETY BEAM.

Safety

Safety

TLAN

ELEVATION

IVA As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

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advance of the place
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dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

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Section

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JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

To A model of the above improvement is to be seen at the New Jersey railroad and transportation.

office, No. 1 Hanover st., N. York.

TOO IRON MANUFACTURERS. THE SUB-Wale, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture

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A. & G. RALSTON & CO.,
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TO RON MASTERS.—FOR SALE.—MILL SUTES in the immediate neighborhood of Bitumineus Coal and Lou Orc, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Noertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and orc.

W. R. CASEY, Civil Enginer,

VALUABLE PROPERTY ON THE MILL V Dam For Sele. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

thereon standing.

Main brick building, 129 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large er gine, face, serew, and other lathes, snitable to do any kind of work

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts, drums, pr. lays, &c., large and small trip hammers, turnaces, terges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x454 feet two stories birth, with a shed mark 45x29 feet.

feet two stories high, with a shed part 45 kx20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 51x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blocksmith stop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., Timadelphia.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by
A. & G. RALSTON

Mar. 20tf 4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

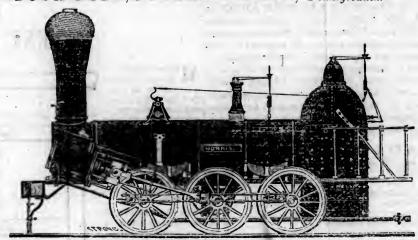
CUSHMAN'S COMPOUND IRON RAILS etc. The Subscriber baving made importat improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opcortunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

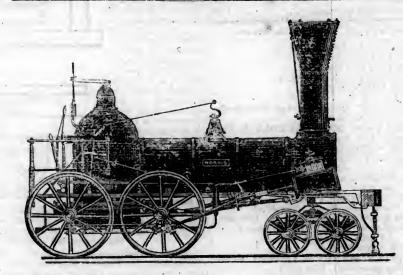
W. Mc. C. CUSHMAN, Civil Engineer;
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Cluss 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.

15 inches Diameter of Cylinder, × 20 inches Stroke. 14 \times 24 66 3, 141 \times 20 121 44 6: 6: \times 20 66 66 4, 66 6: 66 # . / # 13 11 : 11 E \times 20 66 114 16 46 - 16 66 \times 18 6, 101

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives. Tenders and Cars.

NORRIS, BROTHERS.

DUBLIN AND KINGSTOWN RAILWAY THRTEENTH ANNUAL REPORT.

We give this report for the purpose of showing the success, 1st, of well located railways in connection with large cities, even when only a few miles in length; 2d, their tendency to create husiness for themselves, and thus become ultimately, if not immediately, profitable when judiciously and liberally managed; i. e., when managed so as to promote the mu'ual interest and convenience of the masses and the proprietors; and, 3dly, to show the results of a year's operation on the atmospheric railway from Kingstown to Dalkey. hope it will be read with care by all interailroad—a work which has heretofore ge. greatly increased the number of passengers reference to the proportion of expenses and nerally been managed in a way neither to conciliate the people nor to promote the interest of the proprietors. The late mana- to which you may look forward with confi- ragements, our confidence is unshaken in gers have, it is true, somewhat improved dence, as the sources of large additional in the ultimate complete and entire success of upon their predecessors, and given more come, and to which we conceive the cam- the atmospheric system, and a highly gratienergy to their operations, yet there is ample room for further improvement.

DUBLIN AND KINGSTOWN RAILWAY.

above company was held on Saturday, in special meeting of the company, on the 6th members, to enquire into the system. their rooms in Westland Row, Dablin.

P. Low. Esq. in the chair.

Mr. James Pim, treasurer, read the following REPORT :

Dublin, 29th March, 1845.

of traffic and the statistical returns with £1,500 a year, for a period of about twenty- gers. . which we have commenced our annual re- eight years. parts for some years past have given much satisfaction, and we, therefore, continue at all successful, even to the extent of paythem as the best means we know of to afling its own working expenses, the increased progressive state of your concern:-

Increase,	203,684
Estimated trips by subscribers,	523,933
Preceding year,	
, , ,	
Increase	68.698

	•				
1	15.	100			
Subscriptions	received,		.£6,867	4	6
Propoditor			E 705		

Increase, £1,881

Gross income from all sources £51,187

CLASSIFICATION OF PASSENGERS FOR THE LAST SIX YEARS, INCLUDING SUBSCRIBERS.

	Year ending last E day of Feb. cl	irst	Second class.	Third,	Total.
•	-1810 30,	123	550,414	700,10 5	
	1811 35,	558	721,105	759,383	1,519,0
ĺ	184237,0	100	849,116	751.968	1,632,0
į	184368,1		959,937	729,788	1,758,8
i	184498,0			814,732	1,962,0
Ì	1845 104,			910,768	2,234,4
	Total number of tra				39,7
ì	Total number of m				181,4
١	Average number of				7.5
Į	Average number of				72.6
į	Coasumption of co				10.00
	per mile, (lbs.)				13.7
i	Average sum rece mile, subscribers				0.8
9	Cost of locomotive				00
ĺ	mile, (pence)				9.4
ı	pence)				0 1

to the value of your property, and has laid the gers in each carriage has been under four.

of April, 1842 :-

principal and interest shall be accepted by

" If the proposed extension to Dalkey be increase of traffic upon the railway.

Gross number of passengers this year, sub. board did not anticipate any immediate di. veys made and the usual notices inserted in them incidental to a first trial, and all of Kingstown to Wexford and Waterford, and which are capable of satisfactory explana- we gladly agreed to co-operate with them in peculiar that we desire especially to call pulating, however, that we should, in any that system which you have long since sanc- sion to Wicklow. tioned, and which, after much discourage. Circumstances arose which rendered it 8'2 ment, has led to such gratifying results in desirable that this great measure should be

to increase it to the greatest extent, by affording to the public the utmost possible accommountion, and at very low rates.

One great object which we have steadily 24 kept in view, was to encourage permanent residents along all parts of the line and the surrounding neighborhood. We have, there-133 fore, continued to ran the Dalkey trains do every half hour, up to nine o'clock at night, although very few passengers, indeed, have been conveyed after 6 o'clock, P. M., during the winter, and many of the trains have run without a single passenger.

We are, however, confirmed in our conviction of the soundness of this policy by 52 the preparations which are now being made A considerable proportion of the increase in the district of Dalkey and Killiney, to in the receipts this year is due to the at. which we have alluded, fer building operamospheric railway from Kingstown to Dal. tions on a very large scale. It is a striking rested in railways, and especially by those key, which has, as we anticipated, been emiwho have the management of the Harlem nently successful as an experiment—has by the railway-has added very materially income, that the average number of passen-

Notwithstanding these apparent disconpany is well entitled by its liberality to-wards the public and its enterprize. fying evidence of the extent to which public attention has been directed to it, has been Whilst on this subject, we would call lately evinced by the appointment of a seyour attention to the following extract from lect committee of the House of Commons, The thirteenth annual meeting of the a report of the board, presented to you at a consisting of some of the most distinguished

"If the proposed loan of £25,000 shall be now obtained, and that repayment of principal and interest shall be accepted by February, 1845, has been 8,753 trains each the treasury, at the rate of six per cent., the way, or in all 17,506 trains, consisting of Gentlemen - The comparative statements annual charge upon the undertaking will be 64,042 coaches, conveying 240,225 passen-

Average coaches per train, 3.65 passengers, "13.69 coach 3.75

In consequence of the successful results ford you information as to the present and traffic upon the main line resulting there, of the extension from Kingstown to Dalkey, progressive state of your concern:— from will more than pay this annual charge as well as from a conviction of the vast importance of passengers booked at all the of £1,500 a year to the Board of Works, two, the very great increase of residents in sion of the line to the county of Wicklow, the precincts of Dalkey, which must be the and after much consideration, we came to natural consequence of an increased facility the conclusion that your interest would be of communication and intercourse between best advanced by the formation of a sepait and Dublin, will necessarily bring a vast rate company to complete the line from Kingstown to Wicklow, and we had, conse-From this extract it will be seen that the quently, resolved to have the necessary sur-

> a very large sum in proportion to its receipts. ful and enterprising English company had your attention to it, as it has grown out of event, secure our original plan of an exten-

the management of our undertaking, namely, postponed for a year, and after much con-Increase,£5,931 18 5 that of endeavoring to create a traffic, and sideration, we determined on abandoning

that portion of our project between Bray and Wicklow, and confining our present exertions to complete the line to Bray.

Our reason for postponing the Bray and Wicklow portion was, that it might interfere, or, at least, appear to interfere, with Add surplus from last year.. the greater project; and the reasons why we determined to endeavor to complete the Making a present surplus of £20,436 9 0 line to Bray are sufficiently important to de-

mand a separate paragraph.

pleted from Kingstown to Bray, we submit, 000, and which will leave a surplus of £2,without hesitation, that in order to secure 436 9s. to be carried to next account, and, chain and windlass; and, although it weighs the success of the undertaking it must be in addition to which, your fund to meet conworked on the same principles which we tingencies will amount to £3,528 5s. 6d. have endeavored to carry out on the Dublin and Kingstown line; in a word, maximum and James Dawson, are the directors who accommodation to the public and minimum this year go out of office by rotation, but they fares; and, to secure the first, it is absolutely are eligible to be re-elected. necessary that the trains shall run from an early until a late hour in the day, and at short intervals. .

Now, let it be assumed that the line from Bray to Wexford and Waterford is com- we have as far as possible condensed from a of time on either side of the meridian. pleted, the character of the traffic on such a valuable and interesting memoir published line would be altogether different, and in the Times newspaper of April 15, by Sir one of four galleries, the three highest of might, and probably would, require a dif. James South. We make no apology for which are drawn out from the western wall,

conclusion, that we ought to use our most our readers may have seen the original actio wall by machinery within the observer's strenuous exertions to promote the formation count, this condensed form of it will per-reach, but which a child may work. of the Kingstown and Bray company, and haps invite a reperusal.

the construction of the line.

pany has been brought into Parliament by lic that the construction of the large tele- agenble is the enormous mass, that, give me our directions, as the provisional committee; it has been read a first time, and we are informed by our professional advisers that the been directed to the heavens, and that, too, will have the object in the field of the telestanding orders of both houses have been with satisfactory results. strictly complied with, and we have every "The great speculum, however, as then reason to hope that the act will be obtained used, had been only approximately published,

early in the present session.

your interests, we need not enlarge, lut we are anxious to record our opinion, that so far from its interfering with the greater and six feet, its thickness five inches and a half, with it, when the observer, if I mistake not, greatly facilitate its future construction. greatly facilitate its future construction. — tube is of deal; its lower part, that in which "The night of the 5th of March was, I Part of the conditions upon which the shares the speculum is placed, is a cube of eight think, the finest I ever saw in Ireland. Many

The gross profits for working the railway for the first year, including the Dal-

key line, are..... £27,590 2

From which deduct - payment to board of works on account of loan, £6,000; interest on debentures, £2,244 19s. 2d.; interest on other loans, £401 11s. 10d.....

8,626 11 Leaving the nett profits of the year..... £18,963 11

From which this meeting is

required to set aside oneeighth part, as a fund to meet contingencies....

£16,593 2

3,843 6

From this sum the directors recommend that you shall now declare a dividend of 9 Assuming that a line of railway is comper cent. per annum, amounting to £18,-

Messrs. Francis Low, Arthur B. Cane,

THE EARL OF ROSE'S GREAT TELESCOPE.

performance of the Rosse Telescope, which ject can be viewed with it about 40 minutes ferent arrangement to arrive at maximum the reprint, as we are anxious to have a sysperior whilst the fourth, or lowest, has for its base profits.

whilst the fourth, or lowest, has for its base an elevating platform, along the horizontal These considerations have led us to the of science, and feel also that though most of surface of which a gallery slides from wall

Of the importance of this extension to certain if its focal length coincided with that within its reach. As yet it has no equato-

which it was designed to give it.

"The diameter of the large speculum is more interesting project to which we have its weight three tons and three-quarters, and will, whilst observing, be almost as comfortalready alluded, it would, by removing many its composition 126 parts of copper to 57½ able as if he were reading at a desk by his local difficulties of a peculiar character, parts of tin; its focal length is 54 feet—the fireside. in the Bray extension were allocated was, feet; the circular part of the tube is at its nebulæ were observed by Lord Rosse, Dr. that the Dalkey extension should be con-centre, seven feet and a half in diameter, Robinson and myself. Most of them were, veyed to the new company at and for the and at its extremities six feet and a half. for the first time since their creation, seen sum of £35,000, and a resolution to that The telescope lies between two stone walls, by us as groups or clusters of stars; whilst effect will be proposed at the present meet-about 71 feet from north to south, about 50 some, at least to my eyes, showed no such feet high, and about 23 feet asunder. These resolution. Never, however, in my life did walls are as nearly as possible parallel with I see such glorious sidereal pictures as this the meridian.

"In the interior face of the eastern wall a very strong iron arc, of about 43 feet radius, telescope, in resolving nebulae into stars is firmly fixed, provided, however, with ad-hitherto considered irresolveable was exjustments, whereby its surface facing the tremely gratifying, still it was in my mind telescope may be set very accurately in the little more than I had anticipated; for expeplane of the meridian—a matter of the rience has long since told me that a telegreatest importance, seeing that by the con- scope may show nebulæ, even those resolvtact with it of rollers attached to one ex-able by it, very well, whilst, when directed tremity of a quadrangular bar, which slides to a bright star, with a very moderate magthrough a metal box fixed to the under part nifying power, its imperfections will be acoff the telescope tube, a few feet from the tually offensive. object end of the latter, whilst its other ex- "Perfection of figure, then, of a telescope

tremity remains free, the position of the telescope in the meridian is secured, or any 2,370 8-11 deviation from it easily determined, for on this bar lines are drawn, the interval between any adjoining two of which corre-7 sponds to one minute of time at the equator. The tube and speculum, including the bed on which the latter rests, weigh about

> "The telescope rests on an universal joint, placed on masonry about six feet below the ground, and is elevated or depressed by a about 15 tons, the instrument is raised by two men with great facility. Of course, it is counterpoised in every direction.

"When completed, its range will embrace an arc-between 10 degrees of altitude to-wards the south and 47 degrees north; so that all objects between the pole and 27 degrees south of the equator will be observ-We offer our readers an account of the able with it; whilst in the equator any ob-

"The observer when at work stands in

"The telescope lying at its least altitude In the Times, of September last, I had can be raised to the zenith by the two men The bill for the incorporation of the com- the gratification of announcing to the pub- at the windlass in six minutes; and so manscope by the Earl of Rosse was so far ad-the right ascension and declination of any vanced that the instrument had actually celestial object between these points, and I scope within eight minutes from the first attempt to raise it.

> "When the observer has found the object, and was inserted in the tube merely to as- he must at present follow it by rackwork rial motion, but it very shortly will, and at no very distant day clockwork will be connected

> > instrument afforded us.

"Although, however, the power of this

celestial object as it ought. Regulus, on of 22 inches and a half diameter. the 11th, being near the meridian, I placed ture and a magnifying power of 800 I saw, tenths. with inexpressible delight, a star free from wings, tails, or optical appendages; not, in Newtonian of 43 inches. deed, like a planetary disc, as in my large achromatic, but as a round image resembling voltaic light 'between' charcoal points;' and but the telescope, although in the open air to 5 nearly, or almost half as much again as days."-Civ. Eng. and Arch. Jour. and the wind blowing rather fresh, was as it now has. steady as a rock.

other nebulæ, amounting to some thirty or will be attended with such an accession of more, removed most of them from the list of light, Lord Rosse, having determined geonebulæ, where they had long figured, to that metrically the form of the curve requisite to of clusters; whilst some of these latter, but produce with it a definition of objects equal more especially 5 Messier, exhibited a side- to that which each of the telescopes at prereal picture in the telescope such as man be-sent gives, is devising mechanical means for fore had never seen, and which, for its mag-producing it; but as he is, in about a fortnificence baffles all description.

Its appearance in my large achromatic of important desideratum will scarcely be eftwelve inches aperture, is known to hun-fected till autumn comes upon us. dreds of your readers; let them, then, imaopinion of the performance of the leviathan.

limb. Seeing that its occultation by the the constitution of the planetary nebulæ; face, as if it had been seen through a tranme and the moon. It remained on the moon's disc nearly two seconds of time, and then instantly disappeared, at 10h. 9m. 95.

must be tested, not by nebulæ, but by its are Sir William Herschel's 20 feet and 40 exhibit it as thousands of stars arranged in

a Newtonian of 86 inches.

"Seeing, then, that the change from the "On subsequent nights, observations of Newtonian to the Lemairean construction night, coming over to England to attend his "Of the moon, a few words must suffice. parliamentary duties, it is probable that this

"What will be the power of this telescope gine that with it they look at the moon, when it has its Lemairean form it is not easy whilst with Lord Rosse's 6 feet they look into to divine; -what nebulæ will it resolve into it, and they will not form a very erroneous stars; in what nebulæ will it not find stars; -how many satellites of Saturn will it show "On the 15th of March, when the moon us; -how many will it indicate as apperwas seven days and a half old. I never saw taining to Uranus;—how many nebulæ her unillumined disc so beautifully, nor her never yet seen by mortal eye will it present mountains so temptingly measurable. On to us;—what spots will it show us on the my first looking into the telescope, a star of various planets; will it tell us what causes about the 7th magnitude was some minutes the variable brightness of many of the fixed of a degree distant from the moon's dark stars; will it give us any information as to telescope, I was anxious that it should be Jupiter, which generally pass over Jupiter's much do I regret that, through kindness to traverse it as black patches; -will it add to wards me, he would not accede to my wish; our knowledge of the physical construction immense weight with the greatest ease. for the star, instead of disappearing the mo- of nebulous stars; of what mysterious class ment the moon's edge came in contact with of bodies which surround some stars, called, it, apparently glided on the moon's dark for want of a better name, "photospheres;" -will it show the annular nebula of Lyra sparent moon, or as if the star were between merely as a brilliant luminous ring, or will it

submission, indicate a refracting atmosphere which the telescopes hitherto constructed have not been able to detect? If this hypothesis turn out correct, it will 72s. sidereal time. I have seen this apparent projection of a star on the moon's face several times, but from the great brilliancy of the star this was the most beautiful I ever saw. The cause of this phenomenon is involved in impenetrable mystery. be easy enough to determine the extent of the atmos-

· Would not this appearance, it is asked with great only.

performance on a star of the first magnitude. feet Lemairean's. The 20 feet had a spe- all the symmetry of an ellipse; -will it en-If it will, under high power, show the star culum of 18.8 inches diameter, and the 40 able us to comprehend the hitherto incomround and free from optical appendages, we feet one of 4 feet.†

may safely enough take it for granted it will not only show nebulæ well, but any other ter in point of light is equal to a Newtonian in easy, appreciable quantity, the parallax of the nebulæ themselves; -finally, having "The Lemairean of 4 feet diameter is presented to us original portraits of the moon the telescope on it, and with the entire aper- equal to a Newtonian of 57 inches and four- and of the sidereal heavens, such as man has never dared even to anticipate,-will it "The Lemairean of 3 feet is equal to a by daguerreotypic aid administer to us copies founded upon truth, and enable astro-"And the Lemairean of 6 feet is equal to nomers of future ages to compare the moon and heavens as they then may be, with "By substituting, then, the Lemairean the moon and heavens as they were? Some so little aberrations had this brilliant image form for the Newtonian, the present 3 feet of these questions will be answered affirthat I could have measured its distance from Newtonian will be made as effective as if it matively, others negatively, and that, too, and position with any of the stars in the were 43 inches diameter, and the 6 feet as very shortly; for the noble maker of the no-field with a spider's line inicrometer, and a if it were 86 inches in diameter; or the blest instrument ever formed by man "has power of 1,000, without the slightest diffi- quantity of light in each telescope, after the cast his bread upon the waters, and will, culty; for not only was the large star round, alteration, will be, to its present light, as 7 with God's blessing, find it before many

A NOVEL VIADUCT, TRULY.

We find the following notice of a "novel railway viaduct" in the London Mining Journal, of 19th April. The writer says that,

"A model has been prepared of the viaduct designed by Messrs. Leahy, the engineer of the Cork and Bandon line, for the intended crossing over the mail coach road and valley at Chetwynd, situated about four miles from Cork. The extreme height of the viaduct is 82 feet over the valley, which is passed by three equal spans, each 240 feet; the centre and the two abutment piers are of stone, in a bold and enriched Doric style, which has an exceedingly pleasing effect. The model is one-twelfth of the full size, and this proportion is strictly preserved in all its parts; the construction is very handsome, extremely simple and novel; the greater number of its parts are of uniform size and shape, and, curious to say, there is neither a mortice and tenon joint, or a spike or nail in the entire structure, nor will there be any necessity of centering for its erection. All these peculiar features of the design will reduce the expense of its construction far bemoon was inevitable, as it was the first oc-ultation which had been observed with that them; will it tell us why the satellites of has been subjected to a most rigid test, by observed by its noble maker; and very face as discs of nearly white light, sometimes tal weights, equivalent to over 1000 tons on loading its entire surface with a pile of methe real structure, and yet it sustained the There is no viaduct in Europe constructed on this principle, which, from its great simplicity, cheapness and efficiency, will enable companies to construct railways in localities where otherwise they could not be attempted -and for this reason it promises to be of national advantage. The other bridges and viaducts on this line are of similar character; we may allude to that intended for the Bauden river,, crossing as a chaste continuance of the arch and truss principle, combining beauty with strength and economy in a high degree."

is involved in impenetrable mystery*

"The only telescopes in point of size comparable with Lord Rosse's 3 feet and 6 feet

We shall be greatly obliged to any gently obliged to We shall be greatly obliged to any gentails of this viaduct.

	1	1	d's	ec,	, o .	Cost of working in pounds for six month- us stated in latest bal- lance sheets.	Ē.	Dividence	t at last	1	(NE	W AND I	KOPOSE	D I	Share
			ais	ais se.	pontids ates of heets.	Pag	- E E	muel	mg.		S	RAILW			Capit
		Miles opened.	in pounds to be raised	Total sums, in pounds anthorized to be raised by loan or mortgage,	sums, in pound oded at dates o	in the second	ies les		<u>.</u>	١.		lcen			,600,6
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andling Junction		23	161,700				00,200			50 51		er and V			120.
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urham and Sunderland		182	169,350	124.05	270,39	9.889	17,702		nihil.			nd Pedfo			270
st County and North and	East	864	4,443.260	1,341,150	3,931,905	47,385	118,726	1 66		45 57		ow, Du			1,360
linburg and Glasgow		46	1.125.000	375.000	0.1.649.523	29,429	55.866	1 26	4 10 0 4 10 0	50 57	Ct. S	outh and	West E	xt 1	,200
lasgow, Paisley and Ayr		51	937,500		1,066,951	12,446	36,736	1 26	4 10 0	50 60	S Gt. G	rimsby a	nd Shef	held.	600
asgow, Paisley and Green	ock	221	650,000	216,666	787,884	11.572	23,177	0 5 0	2 0 0	25 12	Harn	rich and	E. coun.	Jun.	160
and Junction		104	2,478,712		2,453.169	84,309	195,080	5 0 0	10 0 0	100 210	Hudd	crsfield d	& M. rl.:	& cl.	600
reat North of England		45	969,000	581,617	1,262,518	12,201	36,189	1 12 6	3 5 0	100 119	Kend	al and V	Vinderm	cre	125
reat Western		2211	4,650,000	3,679,343	37,272,539	132,235	369,901	3 10 0	7 0 0	75 133	\ Leeds	s and De	wshury		400
artlepoel		151	438,000	155,540	719,305				8 0 0	100	Leeds	s and Tl	iirsk		800
eicester and Swannington.		161				2,203	6,317	1 50	5 0 0	50		Ormskirl			600
verpool and Manchester					1,739,835	57,239	117,559	5 0.0				on and I			1,750
ancily		27	260,000	41,000	221,624			1 00	2 0 0	87	5 Lond	on and	rork	5	5,000
ondon and Eirmingham			5,874,970	1,928,84	6,393,468	92,823	405,768		10 0 0	100 218	5 Lond	onderry d	& Ennisl	killen	500
ondon and Blackwall		3;			0,1,315,640	15,978	23,870			16 6	> Lynn	and Ely	• • • • • • • •		200
oadon and Brighton		56			0,2,630,451	29,372	84,880	0 12 0	2 8 0	50 47	? Man	chester, F	Bury and	Ross	300
ondon and Croyden		81			0 761,88	7,583	10,545	0 5.0	2 10 0	14 17	(Man	chester a	nd Buxto	on	250
ondon and Greenwich					0,1,040,950	15,193	28,933		nihil.	13 10	5 Mull	ingar an	d Athlon	e	
ondon and South Western.			2,222,100		0,2,596,291		150,469	1 12 6	6-10 0	41 73		eastle and			700
lanchester and Birminghan	n		2,100,000		6 1,923,693	15,397	58,162	1 0 6	5.00	40 48	Rich	mond &	W. End	June.	
lanchester and Bolton			778,100	197,73	0 773,743		21,140	3 20	4 10 0	93 110	Scott	ish Centi	al		.700
lanchester and Leeds and		81	2,937,500	1,943,93	2 3,921,593	41k(iba	3,156,751		71. & 101.	60 88	5 Shett	ield and	Lincolns	hire.	650
fidland railway					0 6,279,050	76,983	3 281,898			100 96	Shre	wsbury a	nd Gd	unc.	400
ewcastle and Carlisle					3 1,135,069		73,947	4 00	4 0 0	100 105	Shre	w. Wolv	. Dudly	& B	900
ewcastle and Darlington			500,000						nihil.	21 49	Tren	t_Valley			900
leweastle and North Shield					6 309,629			2 10 0	2 0 0	50 37	5 West	London	Extensi	on	64
North Union		39	739,201		6 1,015,41		31,134	12 10 0	11 11 11 2	100101	S Wes	Vorten			1,000
Paris and Orleans							,	0 10 0	0 10 0	00 00	(TATE .	LOLKSII	ire		
			1,600,000		0 1,978,415			0 16 0	8 00	20 39	Whi	tehaven a	and Mar	yport	
Paris and Rouen		84	1,440,000			31,247	91,171	0 16 0	8 0 0	20 39	Whit	tehaven a	and Mar	yport.	100
Paris and Rouen		84 19	1,440,000	179,85	2 355,16	31,247 1 4,191	91,171 7,066	0 16 0	8 0 0 8 0 0 nihil.	20 39 20 38 50 18	White Bould	tehaven a FRENCH R	and Mar Allways Amien	yport	100 1,500
Paris and Rouen Preston and Wyre Sheffield and Manchester	• • • • • • • • • • • • • • • • • • • •	84 19 19	1,440,000 830,000 1,150,000	179,85 311,75	2 355,162 9 951,45	31,247 1 4,191 5 11,895	91,171 7,066 14,876	0 16 0	8 0 0 8 0 0 nihil. nihil.	20 39 20 38 50 18 82 93	Bould Cent	tehaven a rrencu r ogne and ral of Fr	and Mar Allways Amien	yport s	100 1,500 1,280
Paris and Rouen	• • • • • • • • • • • • • • • • • • • •	84 19 19 88	1,440,000 830,000 1,150,000 2,996,600	179,85 311,75 01,530,27	355,16 9 951,45 7 3,464,17	31,247 4,191 5 11,895 2 40,993	91,171 7,066 14,876 81,489	0 16 0	8 0 0 8 0 0 nihil. nihil. 2 2 0	20 39 20 38 50 18 82 93 50 39	Bould Central	tehaven a FRENCH R ogne and ral of Fr is and A	and Mar Allways Amien ance vignon.	yport s	100 1,500 1,280 2,400
Paris and Rouen Preston and Wyre. Sheffield and Manchester. South Eastern. Paif Vale.	• • • • • • • • • • • • • • • • • • • •	84 19 19 88 30	1,440,000 830,000 1,150,000 2,996,600 465,000	179,85 311,75 1,530,27 154,78	355,16 9 951,45 7 3,464,17 5 590,00	31,247 4,191 5 11,895 2 40,995 6 8,500	91,171 7,066 14,876 3 81,483	0 10 0	8 0 0 8 0 0 nihil. nihil. 2 2 0 6 5 0	20 39 20 38 50 18 82 93 50 39 100 55	Bould Central Lyon	tehaven a rrencu r ogne and ral of Fr is and A ars, Tour	and Mar Allways Amien ance vignon.	yport s	100 1,500 1,280 2,400 2,000
Paris and Rouen	• • • • • • • • • • • • • • • • • • • •	84 19 19 88 30 25	1,440,000 830,000 1,150,000 2,996,600 465,000 519,150	179,85 311,75 01,530,27 154,78 20,00	2 355,163 9 951,453 7 3,464,173 5 590,000 0 348,620	31,247 4,191 5 11,895 2 40,993 6 8,500 6 5,401	91,171 7,066 14,876 3 81,483	0 16 0	8 0 0 8 0 0 nihil. nihil. 2 2 0 6 5 0 5 1 8	20 39 20 38 50 18 82 93 50 39 100 55 29 37	Bould Central Lyon Orlea	tehaven a FRENCU R ogne and ral of Fr is and A ins, Tour and Lyo	and Mar Antways Amien ance vignon. s & Boro	yport sl	100 1,500 1,280 2,400 2,000 2,500
Paris and Rouen Preston and Wyre. Sheffield and Manchester. South Eastern. Paff Vale. Jister. Farmouth and Norwich.		84 19 19 88 30 25 204	1,440,000 830,000 1,150,000 2,996,600 465,000 519,150	179,85 311,75 01,530,27 154,78 20,00 62,56	2 355,162 9 951,455 7 3,464,173 5 590,000 0 348,620 0 230,250	31,247 4,191 5 11,895 2 40,993 6 8,503 6 5,401	91,171 7,066 14,876 81,483 18,414 113,850	0 16 0 0 10 6 1 0 0 0 15 0	8 0 0 8 0 0 nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil.	20 39 20 38 50 18 82 93 50 39 100 55 29 37 16 25	Bould Central Lyon Orlea Paris	tehaven a FRENCU R ogne and ral of Fr is and A ins, Tour s and Lye s and Orl	Amien ance vignon s & Borons	yport sl	1,500 1,280 2,400 2,000 2,500 1,600
Paris and Rouen Preston and Wyre. Preston and Myre. Preston and Manchester. Parif Vale. Pa	s and Selby	84 19 19 88 30 25 201 28	1,440,000 830,000 1,150,000 2,996,600 465,000 519,150 187,500 1,062,500	179,85 311,75 0,1,530,27 154,78 20,00 62,56 167,50	2 355,162 9 951,455 7 3,464,173 5 590,000 0 348,620 0 230,250	31,247 4,191 5 11,895 2 40,993 6 8,503 6 5,401	91,171 7,066 14,876 81,483 18,414 113,850	0 16 0 0 10 6 1 0 0 0 15 0	8 0 0 8 0 0 nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil.	20 39 20 38 50 18 82 93 50 39 100 55 29 37 16 25 50 100	Boul- Cent: Lyon Orlea Paris Paris Paris	tehaven a renew renewed and rel of Francis and A renewed and Lyon and Lyon and Critis and Ro	Anicand Manager Amien ance vignon. s & Borons leans uen	yport s. deaux	1,500 1,280 2,400 2,000 2,500 1,600 1,400
reston and Rouen reston and Wyre. heffield and Manchester. outh Eastern. 'aff Vale. Jister. 'armouth and Norwich. 'ork and N. Mid, and Leeds	s and Selby	84 19 19 88 30 25 201 28	1,440,000 830,000 1,150,000 2,996,600 465,000 519,150 187,500 1,062,500	179,85 311,75 0,1,530,27 154,78 20,00 62,50 167,50	355,16; 9 951,45; 7 3,464,17; 5 590,000 348,620 230,250 676,64;	31,247 4,191 11,895 40,995 8,500 5,401 27,135	91,171 7,066 14,876 81,482 18,414 113,856	0 16 0 0 10 6 1 0 0 0 15 0	8 0 0 8 0 0 nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	20 39 20 38 50 18 82 93 50 39 100 55 29 37 16 25 50 100	White Bould Central Lyon Orlea Paris Paris	tehaven a renewal of Francis and A renewal of Francis and A renewal of Francis and Cristand Cristand Ro	Aniem ance vignon s & Borons leans [Div.p.c.]	yport s. deaux	1,500 1,280 2,400 2,000 2,500 1,600 1,400
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. AME	RICAR				O CANA						
STATE WORKS.	Length in miles	- Cost	Income.	Expend.	Income.	Expend.	The 13 to	State Cana 17 feet wide	ds are all 4 fe e, and 80 to 9	et deep, and 0 feet in leng	the tocks
N. Y. 1 Black river canal		1,521,957					Th	e six mill	ions paid t	o the canal	fund in
" 2 Cayuga and Seneca" 3 Champlain canal		237,000 1,251,604		7 10,953 8	116,739	14,443	aucti	on and sa	le duties a	re not incl enerce vall	uded in
4 4 Chemung	. 23	684,690	-8,14	0 14,486	14,385	12,749	Black	river car	ials require	e large sun	ns for the
" 5 Chenango	. 97	2,420,000		5 15,967	22,173	15,961	comp	letion, the	interest of	which add	'iona! E
" 6 Crooked lake	363	156,777 12,618,852		3,674	1,498	3,951	is mu	ich greater	r than there	stimuted gr	oss inco
" 8 Genessee valley	120	3,739,000					or the	d to compl	when in	shed. The	sums
" 9 52 miles opened, cost \$1,500,000				2 13,819		15,557	9 9 a	nd \$590.9	1)), making	their total	cost wh
" 10 Oncida lake	38	59,000		2,239	631	1,636	finish	cd \$5.513.	(1))) and #2	4 19 (10) : 2	n evnen
" 11 Oswego	25	303,437	29,117		56,165 7,381	5 386	ture i	ncurred of	n estimated	incomes (a \$14,00) re	dmitted
" 13 Delaware canal	60				109,278	22,870	Th	e total rec	ainte from	the works o	f Donne
" 14 French creek	45	69,276		• • • • • • • •			vania	for 1843	were \$1.0	19.491: for	1811 3
" 15 Seneca river towing path		69,276			443,336	205 047	161,3	26, and the	e cost about	30 million	S.
" 17 Eastern division	36				179,781	138,915	Cana	e receipts	for 1814 w	ere as follo	rs:
" 18 Juniata canal	93 7				,		Railn	oad tolls,			578,4 252,8
" 19 Portage railroad	130				351,102	248,943	Motiv	e power,			319,5
" 21 North branch Susquehannah canal	103						Truck	18.	-		13,
" 22 West " " "	72				101,949	57,633	of wh	ich \$585,9	22 is from	118 miles of les of canal	f railro
nio 23 Hocking canal	- 56	975,130	4,757		5,286		The	210,434 II	CObio are	supported	her n m
24 Miami canal	85	1,660,742		38,826	77,844					he dollar.	
26 Miami northern division	35	2,856,636 322,000	0,501		mnfin?d	14,741	853 1	niles of car	nal in the S	State, which	vielded
' 27 Muskingum	91	1,627,315			90 905	15,027	1843	\$471,623,	and in 18	14 5515,39	3, the c
' 28 Ohio	334	4,600,000		123,398	242 711	112 010	HSt Ja	in. 43 bei	ng Slobia	233. The J, though t	H:creas
' 29 Wabash. ' 30 Walhonding	91 25	3,028,340		6,400	48,589	1 029	has e	xhibited a	greater in	crease thro	ughout
31 Western road	31	255,015		1,782	8,747		count	ry than ev	rer before k	nown.	0
d. 32 Sundry works		11 000 000								undry work	s vield
33 Maume canal								ne whatev			
ll. 34 Sundry works	110	10,000,000	140.00	75.060	911 170	80 490	and i	e central i	State work	elds above to the Erie	per ce
36 Southern railroad.		936,295		7,907		70,000	repted	l-which	is able to st	tand alone.	Condi
······································	Length ;		1943.	ית	v., 13	344.	Div.	Value,	~~~~	~~~~	
CANALS.	in miles.	· Cost.	Gross.	Nctt. pe	Inc. Grass.		per cent.	of stock.	R	REMARKS.	
Blackstone. Bald Eagle Navigation.	25	400.000									
Beaver and Sandy, (part)		1,000,000							We may, r	erhaps, ats	ome fut
Charleston, (S. C.)								tin	ne be enabl	ed to give t	
Chesapeake and Ohio	184	12,370,470	47,637					lar	s of all the	se canals.	11.
Conestota		300,000		• • • • • • • • • • • • • • • • • • • •				26 is	not vet co	peake and (the c
Schuylkill		3,500,000 2								its triffing i	
Farmington									The enlarg	ement of th	e Schu
James river and Kenhawa											
Port Deposit.		200,000						for	one millio	n, about on	e-fourth
Delaware and Raritan	43 .	2,900,000	99,623 5	3,327	. 131,491	84,455		of	its cost. I	l is said in	the pap
Southwark		300,000					••••	tha	it it is to be	enlarged.	We ha
Tide Water	80	2,000,000								t, nor heard any engine	
	101	1,000,000						28	immican or	in cusine	01.
Dismal Swamp											
CANADIAN CANALS.	Length	No. of Lockag	el,	Size of loc	ks.	Width o	f canal.	Estimate.	Expended	Incom	ne.;
CANADIAN CANALS.	miles.	No. of Lockag locks. in feet	chamber	Width.	mitre sill.	Bottom.	Surface	Estimate.	Sept. 1843.	1843.	1944.
The Welland canal			· feet.	feet.	feet.	feet.	feet.	3,948,572	2,485,572	64,658	
Sain trunk from Port Colborne to Port Dalhousi		31 328	150	26 1-2		45	81			and the same of th	
unction branch to Dunville not added		1 6	150	26 1-2		35	71	1			
Broad creek branch to Port Maitland & below.	1 1-2	1 6	200	45	9	45	85				
The St. Lawrence canal		2 7	200	45	9	50	90				
apid Plat.		2 11 1-		45	9	50	90	672,498		3	
'arren's point	3-4	1 31-	2 200	45	9	50	99				
nwall, passing the Long Sault rapids	11 1-2	7 48	200	55	9	100	150		21,665,663		
uharnois, do. Coteau, Cedars and Cascades roac chine, do. Lachine rapids	810	9 82 1-5 44 1-		45	9	80	120 120	old canal.	275,426 400,000	29,288	
rgement of do	0 1-2	J 72 1-	200	10				1,001,333		20,200	
Total from lake Erie to the sea	12	57 525		24		na	co				
ambly		9 74	120	24	6	36	60	200,000 Div. Va	1 440,000	1,409	~~~
COAL COMPANIES.	Length miles R. rd. Car	/ Cost	. Gros	1843. Income. is. Nett	Div.	1844 Incom Gross.		per o cent. sto	f	REMARKS	3.
Delaware and Hudson.	16 108	2 800	000 930,2	203 196,7	02 10			13	0		
Lehigh	20 72	6,000,	000					1 3	1 1		7
								1			
-1-								1			

		Length	AME	Loans	Number			43.	Div.	. 18	44.	Div.	Previ	Wash	ES.
	RAILROADS.	in	· Cost.	- and	of	on	Inc	ome.	per	Inc	ome.	per	ous	May!	27th.
	10	miles.		debts.	shares.	share	Gross.	Nett.	cent.	Gross.	Nett.	cent.	1	Shares.	Price
Me.	1 Portland, Saco and Portsmouth 2 Concord.	.50 35	1,200,000			• • • •	89,997	.47,166	3,	124,497	74,841	6 12	701		
N. H. Mass.	3 Boston and Maine	56	750,000 1,485,461				178,745	68,499	6	233,101	86,401		7101		117
II -	4 Boston and Maine extension	171-4						00,100							
46 -	5 Boston and Lowell	26	1,863,746					144,000			147,615		1204		
46 .	6 Boston and Providence	41	1,886,135	none.	18,600	100	233,388	110,823	6		156,109		1081	50	110
44	7 Boston and Worcester	21	2,914,078	not stated			4.0,141	162,000	6	17,737	195,163	- 4	116	32	1181
-ie	9 Charlestown branch.			not stated				17,500	13		13,971	51	704		
66	10 Fastern	54	2.388.631				279,563	140,595		337,238	227,920	8	1091		112
.0	11 Fitchburg	.50	1,150,000	just opn'd						42,759			120	6	1221
2.5	12 Nashua and Lowell	14 1-2 20				****		94 000	.8	94,588			121	*****	
- 44	14 Northampton and Springfield	20	430,962 172,883				50,071	24,000	6	64,998	24,000	. 0			
	15 Norwich and Worcester	59	2,170,366	900.000	16.535	100	162,336	24,871		230,674	99,464	3	701	10,060	711
166	16 Old Colony		87,820										102	9	109
- 16 -	17Stoughton branch	4	63,075					20.000		1					
	18 Taunton branch	11	250,000				· · · · · · · · · · · · · · · · · · ·	20,000	8	96,687	20,000	0	118	1.77.77	
16	20 West Stockbridge	3 -	41.516	200	5	100				*****		4			111
1 186	21 Western (117 miles in Mass.)	156		4,686,202		100	573,882	284,432		753,753	439,679	3	1021	261	104
44	22 Worcester branch to Milbury		8,431	506											
~ 4	23 Housatonic, (10 months,)	74	1,244,123						1	150,000	1		82	40	30
Co'n	24 Hartford and New Haven	38 25 1-2	1,100,000		10,000			:				6	89		
66	26 Stonington, (year ending 1st Sept.,)	48	2.600,000				113 889			154,724	79,845		41	2,680	35
N.Y.	27 Attica and Buffalo	31	336,211		15,150	100	45,896	7,522		73,248	48,033				
44	28 Auburn and Rochester	78	1,796,342		14,000	100	189,693	112,000		237,667	162,097	- 6	106	37	1071
	29 Anburn and Syracuse	26	766,657							96,738	52,544	6	116 .		
-61	30 Buffalo and Niagara	22			1,500				••••				100	705	
AL.	31 Erie, (446 miles,)	53						48,000	****	126,020	59,075		311.	785	301
46 .	33 Harlem	26						20,000		140,685			70	2,750	711
	34 Hudson and Berkshire	31	575,613			50			G.	35,029	1,099	0	14		
	35 Long Island	96	1,610,221	392,340			*****			153,456	58,76	. 0	751	4,060	
	36 Mohawk and Hudson	17	1,317,893		10,000		69,948			79,804		0	641	.975	60
	37 Saratoga and Schenectady	22 · 20 1-2	303,658 640,800				42,242 28,043		2 1.	34,666 32,646					
. 66	39 Syracuse and Utica:	53	1,115,897		16 000	691	163,701	72,000		192 061	120,992		115	30	116
66	40 Tonnawanda	43			10,000	02,	76,227			114,177					110
- 66	41 Troy and Greenbush	6	180,000												
66	42 Troy and Saratoga	25	475,801					21,000			9,971	2			
NET	43 Utica and Schenectady,	78 61	2,168,165		20,000			180,000 383,880		331,932 784,191			129		
14.50	44 Camden and Amboy	26	3,200,000							704,191			110‡		110
66	46 New Jersey	34	500 000				7						931	*** 56	95
"	47 Paterson	16	2.000,000									6	85		
Pa.	48 Beaver Meadow	26	500,000			.,			• • • •						
	49 Cumberland Valley	46 36	1,000,000			• • • •							30		
.66	51 Hazleton branch	10	860,000										30		*
- 66	52 Little Schuvlkill	29													
. 66	53 Blossburg and Corning	40													
	54 Mauch Chunk	9	600,000							.,					
	55 Minehill and Schuylkill Haven	20	100,000				,		12:	1			1431		
	56 Norristown	-30	315,000 800,000						• • • • •				6 1 104		
44	58 Pottsville and Danville	29 1-2													
- (1	59 Reading	94		7,447,570	40,200	-50				597,613	343,511		501	1,000	49
	60 Schuylkill valley	10	9,457,570				20.000	200,000					:		
	61 Williamsport and Elmira	25 93	1,000,000				42 042	200 000	••••		210,000	:	49.	5 150	
	63 Frenchtown	16	400,000 4,400,000				45,045	200,000	****		210,000	••••	431	5,156	187
Md.	64 Baltimore and Ohio, (1st Oct.)	188		,	/		575.235	279,402		658,620	346 946		481		****
. "	65 Baltimore and Susquehanna	58											5		
	66 Baltimore and Washington	38	3,000,000				177,227	71,691		212,129	104,529	.:	84		
	67 Greensville and Roanoke		1,800,000						••••						
	68 Petersburg and Roanoke	60 78 1-2								122,871		3			
	70 Richmond and Fredericksburg	61 1-2													
66	71 Richmond and Petersburg,	22 1-2	1,200,000	·								l:			
6.6	72 Winchester and Potomac*	32	700,000			6				,					
N. C.	73 Raleigh and Gaston	84 1-2			·····				• • • •				•••••		
8 0	74 Wilmington and Raleigh		1,360,000			••••	******			532,871	140 100			• • • • • • • •	••••
S. (V.	76 Columbia	CC	1,800,000		34,410	75	201 464	77,456		532,871 328,425	180,704	. 5	1		
Ga.	77 Central	190	5,671,452				227,532	93,190		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	200,401				6.
	78 Georgia		2,581,723		,		248,026	158,207		248,096	147,523			;	
	79 Montgomery and West Point	89	2,650,000	170,000						35,000	15,000				
Ay.	80 Lexington and Ohio	40		•••••							•••••	****			• • • •
Cillo	82 Mad river	40							• • • •	•••••		••••	.,		
	92 Medican and Indiananalia	56		,							•,••••	• • • •		• • • • • • •	• • • •
Ind.	os viadison and indianabous														

communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N. Y

Thursday, May 29, 1845.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD. Since the article in relation to the Sandusky and Cincinnati railroad was written, we have received the Delaware (Ohio) Gazette, in with we find an account of "a meeting of the commissioners appointed by the general assembly at the last session, for the organization of the Columbus railroad company, the Cleveland, Columbus and Cincinnati company, and the Columbus and Sandusky company, held at Mansfield on the 1st day of May, 1845, in pursuance of previous notice: John W. Allen, of Cleveland, was appointed chairman, and D. T. Fuller, of Delaware,

"After a discussion of the several charters and routes between Cincinnati and Columbus and the lake, on motion of S. Finch, of Delaware, a committee of two commissioners named in each charter was appointed by the chair, to examine the several charters; and report under which it is expedient to organize—also, to report upon such other matters as they may deem advisable. Under this resolution, the chairman appointed Sandford S. Bennett, George H. Busby, Irad Kelley, James Purdee, Sherman Finch and Hiram Randolph; and, on motion of Jas. Purdee, the chairman was added to the committee, and the meeting adjourned to 3 o'clock, P.M.

3 o'clock, P. M. "The meeting was again organized, and the committee appointed in the morning made a written report, recommending that a company be formed under the Cleveland, Columbus and Cincinnati charter, and the amendments thereto made at the last session of the legislature, and that the commissions of that company cause books to be opened for subscriptions for the stock necessary for the construction of a road from Cleveland to Columbus; which report was accepted, and so it was determined by the commissioners of the three routes, that that terminating at Cleveland should be adopted.

The commissioners on the Cleveland, Columbus and Cincinnati route, subsequently stated that they had fixed on the 3d Monday in June for opening books and subscriptions to the stock, at the following places, and under the direction of the gentlemen

whose names are annexed to each, viz:

Correspondents will oblige us by sending in their H. Williams and B. Powers. At Eden, in Delaware for in the short crops of wheat in 1844. We look county, S. Scott, H. E. Randolph and Israel Potter.

At Bucyrus, Josiah Scott, John Caldwell and Samuel Myers. At Auron, Josiah Tracey and Tower

PRINCIPAL CONTENTS.

"Also resolved, that Sherman Finch, Hosea Williams and Benjamin Powers, of Delaware, be a committee of correspondence with authority to call subsequent meetings of the commissioners, when they shall deem it expedient."

These two lines from Sandusky and from Cleveland to Cincinnati, appear to be competing lines.

We take it for granted that the "Mad river and Sandusky" line will be completed at all events, and connected with the Miami road, and thus open a line from the lake to the Ohio at Cincinnati. Of course a line from Cleveland, through Columbus, will not be very far distant, at least for a part of the way, to us good policy to run westerly from Cleveland, and connect with the Mad river road, and thus open a continuous railroad to Cincinnati, and at the same time a portion of the Great Western Railroad from New York to the Mississippi. . We do not however pretend to put our limited knowledge of the matter in competition with those who are familiar with it, but rather make these remarks to elicit the facts. We shall of course go for the earliest possible completion of a railroad from the lake to the Ohio at Cincinnati, and then for another further east.

CENTRAL RAILROAD, MICHIGAN.

"By the accompanying table," says the Detroit Free Press, "it will be perceived that the receipts for freight for the first five months of the present fiscal year are less than one-half of those for the same period of the preceding year, owing to the great falling off last season in the usual wheat-crop in this State. The receipts for passengers, however, it will be seen, are increased about in proportion to the extension of the road since last spring. Although the aggregate receipts for the first five months of this year are over \$16,000 short of last year's receipts for the same period, yet it will be seen that they are nearly double what they were in the same period year before last, when the receipts for the year fell only a few dollars short of \$150,000. If our farmers are blessed with as good a crop of wheat this season, as there is now every reason to anticipate, and from the flattering prospect of increased travel on the road, we see no reason to doubt but that the receipts for the year will yet come nearly or quite up to the estimate of the board of internal improvement in their last annual report, which was \$275,000.

Receipts on this road for the first five months of the three last fiscal years:

		4			
	Freight.	Passigrs.	U. S. M.	O.Irin	Total.
i	Dec. 1842				5,347 91
	Jan. 1843 2,413 04	1,320 26	521 39		4,254 69
	Feh. do 1,502-19	1,275 73			2,778 92
	Mar. do 2,540 28	1,496,74			4,027 02
,	April, do 2,579 49	1,798 47	1,211 37		5,589 33
	lst 5 mos. '42-3. 12,357 77	7,907 34	1,732 76		21,997 87
	Dec. 1843 8,049 12	2,568 02			10,617 14
	Jan. 1844 8.265 95	2,942 37	520 55	90 00	11.818 87
	Feb. do 7.893 31	2,311.89		160 70	10.367 89
1		2,685 02	1,321 92		9,398 32
	April, do 8,514 35	5,604 47	·····	57 00	14,175 85
	1st 5 mos. '43-4, 38,116 14	16,111 76	1,842 47	307 70	56,378 07
3	Dec. 1844 4.469 66	3,454 08	697 - 69		8,621 -43
					6.412 83
1	Feb. do 2,483 84	3.241 23	1.455 99	27-41	7.306 47
ì	Mar. do 2.926 80	3,950 59		100 42	6,977 81
	April, do 4,911 86		588 46		11,607 11
•	17.279 50	20.226 90	3.293 42	127 83	40.927 65

One word to the editorial corps of Detroit .-These extracts are made from the only Detroit paper which has come to us in years-and this appears to have come from a friend, "S. S.," who will please accept our thanks for giving us an opportunity to speak of the railroads in Michigan. We have frequently sent the Journal to the Detroit papers, and requested an exchange, but whether we are to place their "declinature" to the account of the high estimation in which they hold their own papers, or the low estimation of ours, or both, we are at a loss to determine, and will not ask, as we have no hesitation to say that we can be quite as useful to them as they to us-yet we should be well pleased to receive a paper from Detroit, that we may be able to speak of their public works occasionally as they merit.

THE COAL TRADE .- SCHUYLKILL VALLEY.

The demand for coal continues brisk, and the red ash men are now busy in supplying the orders for New York dealers, the demand for this kind of coal having commenced much sooner this year than last. The rails on the Schuylkill valley railroad are now laid as far up as New Philadelphia, and the

shipments from that quarter are rapidly increasing.
The bridge over the Schuylkill and the laying of the rails through the deep cut on the Mill creek road will be completed to-day or Monday, giving access to several of the collieries on the Mill creek for shipments. The whole road, it is believed, will be completed in the course of next week.

The shipments by railroad are increasing considerably, reaching 15,549 02 tons this week. By canal, 5,748 10. Total for the week, 21,297 12 tons. Freights to Philadelphia 70 cts., to N. York, \$1.80. By railroad, from Pottsville and Port Carbon \$1.10 from Schuylkill Haven, \$1, toll included.

Sent by railroad from Pottsville and Port

•	Carbon—total tons
r	Total
-	
9	BY CANAL.
	From Pottsville and Port Carbon-total. 3,4311.05
è	From Schuvlkill Haven-total 6.488-00
5	From Port Clinton—total 10,397-18
7	Total by canal
3	Total by railroad
3	
1	Total by railroad and canal232,768-01
9	LEHIGH COAL TRADE.
l	Total shipments from Mauch Chunk. Lehigh coal and navigation co.
	Comments :

Beaver Meadow railroad and coal co., From Penn Haven-Hazleton coal co., 11230 From Rock Port-Buck Mountain coal co., 3436 PINE GROVE COAL TRADE .- On Union canal railroad to 15th May-total tons......9485

Summit mines, Room run do.

30986

- 8816

39102

.WYUMING COAL TRADE-total 13186 MINEHILL AND SCHUYLEILL HAVEN RAILROAD total tons......119,749-04 MOUNT CARBON RAILROAD-total tons ..

The doctrine of " low fares and high speed for passengers" is becoming the order of the day, and must prevail. The Railway Times of May 3d, says-" The Eastern Counties railway company have announced their intention of reducing their fares and increasATMOSPHERIC RAILWAY.

we gave, in the last August number of the Journal, numerous engravings and full dein operation by Messrs. Clegg & Samuda, subscribed. from Kingston to Dalkey, in connection with the Dublin and Kingston railway. It will also be recollected that those two eminent engineers, Messrs. Brunel and Stephenson, took opposite sides on the subject. and that each based his opinions on actual experiments made by themselves on the road. Of course there has been no little interest felt in the result of the year's operations; and we are gratified in being able to is to be made at the time of subscribing, the on the Reading railroad: give the animal report of the directors, which directors are to make an allotinent of the lishing beyond a question the correctness of the policy adopted by that company—and should be by a'll others-" of endeavoring to greatest extent, by affording to the public the for the transaction of the business of the culars: u'most possible accommodation at the very lowest rates." We ask for this report an attentive perusal by all who take an interest in the success of railroads in this country, as we are now again upon the threshold of a rapid extension of-and, we hope, important improvements in-the railroad system generally. It needs not the wisdom of a prophet, or the son of a prophet—nor do we claim the honor of being either the one or the other-to predict, that, in a few years, the railroad interest of this country will become one of the predominant and overshadowing interests of the country; hence the necessity of its being properly managed and governed in its infancy.

ATLANTIC STEAM NAVIGATION CO.

We copy the following letter in relation to this important matter from the Journal of Commerce. We shall now see American Atlantic steam ships. There is, at times, much in a name-even if it be rarely met with—as we shall learn ere long in this case; and we trust that our government will contribute largely to the success of the enterprize, and thus ensure the construction of a if necessary, into efficient steamships of war, a species of defence in which we are, in comparison with other nations, sadly deficient.

"The public are aware that the State legislature, with a promptitude and liberality which call for our warmest acknowledgments, granted the above named company an act of incorporation, the particulars of which, for general information, I beg to subjoin.

company, which is to continue for twenty. four years from the present time.

It will be recollected by our readers that be two millions of dollars, in shares of one more. hundred dollars each, for the purpose of carrying on foreign steam navigation.

scriptions of the atmospheric railway, as put tions when five hundred thousand dollars are to the centre pair of wheels, and the truck

of stock as they may require, and the same curves.' notice for an extension of the stock from time to time, as the directors may deem ex. Messas. Norris, Bro's pedient.

"Within twenty days after said subscrip-

"Dividends of the profits of the company to be made semi-annually, in January and

"The act to take effect immediately. "Your obedient servant, "15th May, 1845. JUNIUS SMITH."

AMERICAN LOCOMOTIVES.

We copy the following article in relation to the performance of the locomotive Atlantic, on the Reading railroad, from the Philadelphia North American, of the 17th inst. It is another evidence of the enterprize and skill of American mechanics: and such an X 20 inches. one as we are always pleased to record, by whomsoever given.

"To exhibit the unrivalled skill of Philadelphia mechanicians in a very important branch of manufacture, and to afford a satisfactory answer to the calls for information relating to the performance of locomotive engines on the Reading railroad, and the the above trains. extraordinary power of those built by Messrs. Norris, Brothers-we have, on application to those gentlemen, been favored with a letter addressed to them by the able engineer, who is superintendent of the Reading railroad, giving a statement of the performance of the "Ailantic," on the 3d inst .- this performclass of ships, which may be at once turned, ance far exceeding anything on record, and fully sustaining the high and well earned reputation, at home and abroad, of the builders.

"The great advantages which Messrs. Norris have gained in the peculiar construction of their six wheel combined engines, in being equally distributed upon the rail, and an easy passage through curves of short radii, has been fully proven by the perform-

"The capital stock of the company is to work than engines weighing 4,000 pounds

"The six driving wheels are placed in an independent, flexible, vibrating truck, equal "The company may commence opera- distances apart, the power applied directly is so constructed that the wheels are allowed "The directors, twelve in number, and to assume any position upon the rail, ocenumerated in the act of incorporation, are casioned by unevenness of the road, withto open subscription books for said capital out producing an extra strain or friction upstock in the city of New York, giving four on the machinery, or binding of the flanges teen days' previous notice, for such amount upon the rails, when passing through short

(cory.)

GENTLEMEN: On the 3d inst. the engine "Atlantic," built by you for our company tion, a deposit of five per cent. upon which last year, made the following performance

She left Schuvlkill Haven, one of the teris highly satisfactory and instructive-estab. shares to the subscribers, in such manner as mini of our road in the coal region, at 9 38, the majority of them shall deem most ad. A. M., with a train of 158 coal and other vantageous to the interests of the company. cars, all loaded, and arrived at the Falls of "The twelve directors to be elected an- Schuylkill, near Richmond, our Delaware nually by the stockholders; any six of them, terminus, at 8 30, P. M., with the above create a traffic, and to increase it to the the president being one, to form a quorum train, of which the following are the parti-

Length of train, 2020 feet. Weight of coal, 740 tons, of 2240 lbs. Total weight of cars and coal, exclusive of engine and tender, 1268 tons, of 2000 lbs.

Running time, 8 hours 3 minutes. Total time, including stoppages, 10 hours 52 minutes.

Wood used, 1035 cubic feet, or 8.09 cords. Water used, 8659 American gallons.

Total distance run, 84 miles, of which 40 miles were level: and one continuous level of 8 miles long.

The train was started with ease twice, on a level. The engine weighs 15 16 tons; six 46 inch wheels, all coupled; cylinders, 141

The engine performed with perfect ease to herself, during the whole trip: turned curves of 700 feet radius, with facility; and brought up 110 empty coal cars in her regular trip on the road next day.

I should think her capable of hauling some twenty more coal cars in addition to

I am, very respectfully, yours, (Signed) G. A. NICOLLS. Sup't transportation machinery and motive power, Philadelphia and Reading railroad. READING, Penn. U. S. May 8, 1845.

We cut the following from the Portsmouth (Ohio) Tribune, and fully concur with the writer, that "the west," nor the east either, "need to depend on the English manufac. turers for railroad iron." We shall ere long overcoming friction, at all times having the be able to manufacture, not only our own whole adhesion of the engine, the weight railroad iron, but also all other kinds of iron required in the country. We have the raw material in the greatest abundance, and also "The act designates the name of the ance referred to of the "Atlantic;" show. ample capital and Yankee enterprize and ing, conclusively, that an engine built upon skill to meet any demand, and only require Messrs. Norris' plan is capable of doing more to understand our own resources and ability

"RAILROAD IRON, ETC.

"It is a fact, as we believe, not generally known, that considerable railroad iron has been manufactured in Portsmouth, Ohio, probably the first, also, that was manufactured in the United States. In October, 1841, T. G. Gaylord & Co., at their rolling mills, made over one hundred tons of rails for the Madison and Indianapolis railroad, and some sixty tons for the Little Miami rail road. Twenty-five tons of spikes for the former road have also been made, and fourteen tons of cast iron chairs for rails for the latter. Although no great profit was realized pointments, the country will be, and indeed from this manufacture (at \$30 the ton,) and the proprietors of the mills declined a subsequent offer for a bill of 2500 tons of rail, principally from want of time to fill the or-English manufacturers for railroad iron .-That the increasing demands of the west for this kind of iron, will; ere long, call into operation the means of supply, near home, can no longer be doubted."

SANDUSKY AND CINCINNATI RAILROAD.

We find in the Cincinnati Gazette, of 13th inst., the following cheering indications that railroads, from lake Erie to the Ohio river, at Cincinnati, the "queen city of the west." It must be so. In the nature of things it cannot be otherwise, but that the State of Ohio May. her canals, from lake Erie to the Ohio river. water communication. but these roads will be intersected nearly at right angles, by at least two lines from east to west: one near the lake, in connection over us, than to dispense with the benefits and the other in connection with the Balti- We were always in favor of internal imrival lines from the Atlantic to St. Louis, or we are not yet ashanied, or regret that we some other point on the Mississippi, must pass through Ohio.

" "OUR RAILROAD.

Saudusky and Cincinnatirailroad are taking We are yet young, but with our fertile soil action upon the loan, and preparing to go to -rich and inexhaustible-there is nothing work.

north. Mr. Shoemaker accompanied him. been done in this valley within the last 25 The president and directors mean to put years, who can estimate the wealth, splentheir road under contract to Urbana, and to dor and magnificence which shall beautify complete it to Springfield with all proper de- and adern it in 50 years? Mansions and spatch. Mr. S. is here to make arrange fine private dwellings will displace the cot-

tle Miami are now (Saturday morning) in But without some great public improvement session. They are preparing the necessary we could never have been anything but hewpleting the road. No time will be lost, either railreads and turnpikes."

to accomplish anything we may be disposed in neglecting what should be done, or in atto undertake to ensure ample supplies for all tempting what cannot be safely accomplished. Their aim will be to complete the road at the earliest practicable period."

WHITE WATER CANAL.

The Cincinnati Gazette has the following very just remarks in relation to the benefits resulting from internal improvements, or canals and railroads. It is true, as the editor remarks, that there has been much mismanagement in their construction-we say a great waste of public money, which would not have been done with private funds-yet, with all the errors, and losses, and disapnow is, far more wealthy, and prosperous, and powerful, with her present canals and railroads, even if their cost had been paid by der, yet enough has been done to show that a tax upon the property of the country, and there is no need of the west depending on tolls only sufficient were charged to pay their current expenses, or keeping them in repair-yes, even if they had cost double what they have. Says the Gazette,

"The White Water Valley canal is fast progressing to completion, and will, in all human probability, be ready for the fall business to Cambridge city. Already, we feeder dam just below Connersville. Ohio is moving vigorously in relation to her aqueducts over Garrison creek, just above Laurel, and over White Water, just below Laurel, will be the last work finished this side of Connersville. But we understand We presume, therefore, that we shall two, if not three lines of railroad, besides of July with our friends at Connersville by

"With all the burden and disgrace of a public debt which we do not pay, we would this day rather it should continue to hang more and Ohio railroad. These two great provements, and with all its unpopularity advocated such a scheme. We know it was wrongly managed, but this we never countenanced or apologised for. The White Water canal will make this valley the rich-"The directors of both branches of the est and most independent part of the world. ork. . . to impede our progress to wealth the most "Mr. Mills has just returned from the unbounded. When we recollect what has "The president and directors of the Lit- luxury our labors and the toil of our fathers. papers to perfect the loan, and making ready ers of wood and market pedlars. Few of for efficient action in extending and com- us fully appreciate the benefits of canals, RAILROADS IN NEW ENGLAND.

The vigorous movements of the New England people at this time in relation to the construction of railroads northwardly from Boston, Hartford and Portland, indicate a spirit of enterprize characteristic of the descendants of the pilgrims. There are now three distinct lines-we may say four a part of the way-upon which great efforts will be made by the inhabitants near them, and by their respective friends in the cities in which they are designed to terminate, for an early breaking of ground, and prosecution of the

There cannot, we are surc, be a doubt of the construction of a railroad up the valley of the Connecticut river, in continuation of that now in course of construction to Northampton-at least as far as the mouth of White river, and thence to Burlington via Montpelier, and probably to Wells' river and still higher up. To doubt this, would be a libel on the character of the people of that beautiful valley. We know them too well to believe that those who were first, and foremost, and deepest in the Merino sheep understand, has the water been let in at the trade, in its earliest history in this country, The will be the last to avail themselves of the advantages of railroads.

There will also, and of course, be a railroad to Brattlebero' in continuation of the Fitchburgh road, which will find its way across the Green mountains at some favorawill, in a few years, not only have at least have an opportunity of celebrating the 4th ble point before it reaches Windsor, and thence to Rutland and Burlington. To doubt this would be a libel upon the people of Boston-than whom, we would sooner libel any other people on earth: as we cherish-though almost an entire stranger to with the roads from the city of New York, and conveniences of the White Water canal. their persons-a high admiration of them, or rather of their acts.

There will most assuredly be also another line from the Fitchburgh road, through Keene in New Hampshire, to Bellows Falls, in Vermont, or to some point above there. Of this we feel assured: first, from the determination manifested by the Keene geonle who attended the convention in Boston last September, for the purpose of extending the Fitchburgh road northward—as well as from the present movements of the people on the line. We well recollect the assurance given by Mr. Edwards, of Keene, who desired a suspension of action, when the convention ments, we learn, with regard to the purchase tage farm house, as they have driven out the decided to act under the call, which was for log cabin, and our posterity will enjoy in the purpose of taking means to construct a road to Brattleboro' from Fitchburgh. He told them that on the day they were ready to run cars from Fitchburgh, around New Hampshire, through Brattleboro' to Bellows Falls, they, the New Hampshire people,

much more direct line from one of those Windsor, Vermont, on the 11th day of June with the railroad movements in Canada, as places to the other; and their movements next. to take measures preparatory to the well as in the States. By referring to the map have been in accordance with that assurance; immediate opening of books for subscriptions to the capital stock of the Connecticut and the road will be built at an early day. and Passumpsic river railroad company; and to Detroit is much less by this than by any It is not yet certain whether these two lines to take such other measures as may be deem. other route; and that, by the construction will unite there, and pass up the valley of ed expedient to hasten the commencement of this road, it will become a thoroughfare the Connecticut on the east or west side, to and completion of a railroad, under the charthe mouth of White river, or whether there its course, connect with, or intersect the will be one on each side of the river. Time routes of the following roads, either now in will determine.

After these-and possibly before themwill be the road from Concord, in New Hampshire, in continuation of the Lowell and the Nashua and Concord roads, to the direct medium of communication between mouth of White river, opposite Lebanon, Montreal, on the one hand, and Boston and there to connect with the Connecticut val. New York on the other.' The call is signed ley road, or up the valley of the Merrimac, by the mayor and other gentlemen of Hartto Meredith bridge, and Plymouth, and thence ford, Ct., by the president of the Western to Haverhill and Wells river -or perhaps Northampton, and by some of the principal both-and thence to Burlington and Canada citizens of Brattleboro', Windsor, Putney, line somewhere. This road must be built Hartland, Hartford, Norwich, Thetford, Bradby the people on its line, and those interested ford, and Barnet, Vt.' in the three roads from Boston to Lowell, Nashua and Concord, unless they are willing triot, of May 22d, and says, to give up the main travel and business from Canada, which would of course take the report of the railroad commissioners is in fa- the towns of Hamilton and London, and this railroad down the Connecticut valley, unless vor of the route from Concord, by way of was done for the purpose of securing it as a there was one equally favorable over this route. These considerations, we hold, are have examined another route, which, starting The eastern termination must be somewhere quite sufficient to ensure the early commence. at Concord, strikes Contoocook river, at on the Niagara river, and the western termiment and eventual completion of these lines. Boston is deeply interested in them; indeed and up that stream until it meets the route or St. Clair rivers, or on both, branching off she will be under the necessity, and not is stated to be Suc wilcontact at London. The precise points of these terwithout the inclination, of putting her broad The report suggests to all concerned whether the stockholders, all of whom, whether resiand vigorous shoulders to the wheel, to pre- the interests of the corporation and the pub- dents or non-residents of the province have vent, if possible, the construction of a rail. lic would not be promoted, by making the a voice according to the amount of stock road from Portland to Montreal, and thus prevent the business and travel of the Canadas to the mother country, from reaching the Atlantic without her deriving toll from it, as to be 52 80 feet per mile. is now the case. A few years—less than ten-will see the cars passing over them at Montreal railroad, the report fully adopts the of the road. The stockholders here will be the rate of twenty miles an hour; but even route proposed by the corporation, which satisfied with having the points of Hamilton that, with all the counter interest of Boston, will not, we think, prevent the construction bridge; thence to Meredith bridge and vilor tity of the stockholders—indeed they cannot of another, and a shorter line from the At- lage; Holderness village, Plymouth, etc., to lantic to the Canadas. Portland, though Haverhill, and thence up the Connecticut comparatively small, will make a vigorous, and we think a successful effort to become the sea port of the Canadas: and many people any town on said river between those towns London, is about 240 miles, and from Buffawill pass from Montreal to Boston, and the as may be judged necessary to meet a rail lo to the same place is about 255 miles, reverse, by the way of Portland.

The annexed extracts show that the people are moving in the valley of the Connecticut, as well as in the valley of the Merrimac .-The first is from the Boston Courier, and says that,

"A meeting of those in favor of extending railroad communication from the southern part of the State of Vermont, up the Hamilton Gazette of 19th inst., and copy it "The route from Hamilton to Chatham,

Vermont and Massachusetts, the Cheshire, the Champlain and Connecticut river, and the Vermont Central, and which will open a railroad, and citizens of Springfield and

The next is from the New Hampshire Pa-

Franklin, Andover, Wilmot, etc., to Leban- great provincial enterprize, capable hereafter on; but the commissioners state that they of extension down the province to Montreal. main road on the Blackwater route, and ex. held by them. The proper course therefore tending a branch by Fishersville and Bosca- for every interest, either in or out of the wen Plain to Franklin. The highest grade province, which may be particularly interon the route of the Northern railroad is said ested in the termini, is plainly to secure the

river to some point, on the west bank, near 000,000—in shares of \$50 each. Wells river, 'or to such other point on the road constructed, or to be constructed, in through the same towns. the State of Vermont.' It is stated that the highest grade on this route will not exceed 45 feet to the mile.

"Both reports were fully approved by the about 205 miles. governor and council."

GREAT WESTERN (CANADA WEST) RAILWAY. We find the following statement in the manency and solidity of construction.

would have a road ready for cars to pass in a valley of the Connecticut river, is called at lat length, that our readers may be familiar it will be seen that the distance from Albany for the people of Michigan, Wisconsin and the northern part of Illinois and Iowa, which will ensure it a large and increasing busiprogress of construction or contemplated, ness. The charter has been recently renewviz: the Greenfield and Northampton, the ed with liberal provisions, and early movements, will, we understand, be made to enable its managers to commence operations.

To the Editor of the Gazette-"SIR: The movements in the province respecting this railway have attracted general attention, and much anxiety having been manifested as to its eastern and western termination, by people in the province near its extremities, and by our friends in the United States, I take the liberty of making a few remarks relating to a question of so much real moment to the company, and to the interests existing at or near the probable terminations of the road.

"The charter fixes but two points to and "In the case of the Northern railroad, the through which the road must pass, namely, Horse hill bridge; thence to the Blackwater nation must be at some point on the Detroit s stated to be five miles shorter by this route. minations will be decided on hereafter by majority of the stock, this will give such in-"In the case of the Boston, Concord and terest the power of controlling the termini passes out of Concord near Federal bridge; and London, and are perfectly willing to thence through Canterbury to Sandbornton leave the termini to the choice of the majo-

"The capital stock is £1,500,000-\$6,-

"The length of the line from Niagara or west bank opposite Haverhill or Littleton, or Queenston to Detroit, via Hamilton and

> "The length of the line from Niagara or Lewiston to Port Sarnia, through the same towns, is about 190 miles, and from Buffalo

> "The probable cost of the road has been variously estimated at from \$12,000 to \$20,-000 per mile, according to the degree of per-

favorable for a railroad.

"The government may resume the rail-road in 30 years, by paying the company the amount of its cost, and 20 per cent. in addition, provided the company shall realize clear annual profits during that time of 12½ explanation of a factor per cent. This amounts to a perpetual lating to this road: charter.

"The committee of management will shortly prepare and publish a mass of authen-struction. The company undertook to build up to the mark like real New Englanders. tic data upon this interesting subject, to which I refer for more full information—and taken up by men able to hold it, and, in consteps will be immediately taken to procure the remainder of the stock to be taken, in this province, the United States and England. Your obedient servant,

" A CANADIAN STOCKHOLDER. " Hamilton, May 17, 1845."

from the Liverpool Mercury that another "big gun" is nearly completed in England for the American steam frigate Princeton! Should it, in war, prove as formidable to our peace, to our friends, we should not require in numerous other instances, yet the work is more than half a dozen such guns, and such deemed unprofitable until it pays full interest officers as its father, to rid us of a whole nation of enemies, especially if not a more powerful nation than Great Britain or Mexi-

Seriously, however, it appears to us that it is quite time for our government to arrest this system of favoriteism to certain officers, who have been fortunate in some, if not in all their speculations. What other officer in the navy or army, beside the commander of the Princeton, would have been thus indulged? and would he have been if he had only his pay as an officer to live on?

The "Princeton's" New Gun .- An immense cannon, intended for the American navy, is just being finished at the foundry of it for publication: of Messrs. Fawcett & Co., in this town. It which has cost considerable time and labor, work." This pondrous piece of ordnance will, on its completion, be placed on board the American frigate Princeton, which is expected here shortly to receive it, and mounted on the same carriage which supported the huge next, at Augusta, Thompson, Bangor and Portland, cannon that burst some time back when se- in Maine, and also at Portsmouth, New Hampshire, veral persons lost their lives. It is the larg. Salem and Boston, Mass., and in the city of New est ever made in this country, and will rank York, and will remain open for ten days at each as one amongst many other efforts of me-place. chanical skill and ingenuity in iron work

145 miles, has been carefully surveyed and which have emanated from Messrs. Fawcett | "Montreal has entered grandly into the work. for the purpose.

"The Worcester and Norwich road pays it when but a small portion of its stock was sequence thereof, were obliged to make great sacrifices to raise money, and finally disposed of a considerable portion of the stock at from fifty to sixty-five dollars per share .-The real par of the stock, that is to say, the value."

on its par value.

SUSPENSION AQUEDUCT.

We find the following paragraph in the river, at Pittsburgh. We have kept our eye one. The tolls on this clearance alone were \$600.; on this work and looked to its completion with much interest; and now that the enterprising projector and contractor, Mr. John A. Roebling, whose name must be familiar to many of our readers, has successfully with their line from Oxford to Rugby and Birmingham, it is the intention of the Grand Junction co. to

is of malleable iron, of a superior quality, pension aqueduct between Pittsburgh and to being bored was upwards of 11 tons, and in order to repair a small leuk in the bank of the gun will be about 8 tons when finished. the canal, near the Pittsburgh end of the The length is 13 feet, and bore 12 inches; aqueduct. Having been repaired, the waoutside diameter of the widest part, 271 in., ter was again admitted on Friday evening, the iron varying in thickness from 31 in. and the canal is now in order from Pittsburgh at the mouth to 73 in. at the opposite exto the Portage railroad. Mr. Roebling, the tremity. The exterior is beautifully finished, contractor, has successfully achieved in this bearing a polish similar to engine work, aqueduct a very difficult and important

ATLANTIC AND ST. L'AWRENCE RAILROAD.

We learn from the Portland Advertiser that the books for subscription to the stock of this company will be opened on Monday, the 30th day of June

plans and estimates made by skillful engineers, and prove the country to be extremely favorable for a railroad.

We which have emanated from Messrs. Fawcett in the work with the gun will be tested by a double charge of gunpowder (54 lbs.) and two balls made in the work. We which is but a small place, has a large-hearted peofavorable for a railroad. nor the purpose.

Norwich and workester railroad.

The Workester Spy makes the following need not expatiate upon, in reference to the subscription and the subscription of the subscription of the purpose.

Note the purpose and the subscription of the purpose of explanation of a fact of some importance re-tions, which we have reason to look for, from capi-talists in the money markets of this country and in Europe."

> It is true that much, very much, depends upon a good income on the actual cost of its con-Portland, and we doubt not her citizens will come

CHENANGO CANAL.

We are encouraged a little in the hope that, as the resources of the country on its southern borders are more thoroughly developed, it may do something towards paying its expenses. The Binghampton Courier, of 15th inst., says, "The tolls collected at this port, last year, it will be recollected, exhibited a graaverage amount actually paid on the whole tifying increase of business at this point of the Che-We learn from the following paragraph number of shares, instead of being one hun-nango canal-having more than doubled upon the dred dollars, is only sixty seven. On that preceding year. The collector informs us that the amount the road pays a good income, and receipts of this year, so far, show a considerable inshares now sell at \$70 each, which is above crease over last year. As the resources of the counthe actual, though less than the nominal par try are developed, new sources of wealth and elements of trade are discovered and brought into profienemies as did its predecessor, in time of . This would be found true, we doubt not, table requisition. We have a strong soil fitted to a very diversified production, extensive forests abounding in valuable timber, and abundant water power; and these, the energy of our industrious inhabitants is rapidly making available to the supply of their wants and the production of wealth. A few days since a float containing thirty thousand cubic feet of timber, came some seventy miles down the Susque-Journal of Commerce, which announces the hanna, and was locked into the canal at this place, successful accomplishment of the new bound for Troy. This is a new experiment for this aqueduct for the canal over the Alleghany region, and is likely, it is said, to prove a profitable

THE BROAD GARGE

The London Railway Times has the following in relation to the wide track for railways, viz:

completed the work, we shall hold him to his promise to furnish us a full description of it for publication:

"The water was let in the new wire suspension aqueduct between Pittsburgh and Alleghany on Thursday evening, 22d inst."

ham, it is the intention of the Grand Junction co. to carry on the broad gauge from Birmingham (in addition to the narrow) to Liverpool and Scotland! It is added, that surveys having been made of their line; the practicability of this scheme, at a moderate cost, has been ascertained. If effected, the journey between London and Edinburgh and Glasgow would be reduced to about 7 hours, and that to Liverpool to 31 hours. The connection with Ireland would be manufactured for the purpose at the Mersey Alleghany, on Thursday evening, 22d inst., iron works. The weight of metal previously but was drawn off again the same evening also improved, as the Chester and Holyhead railway would possibly see it to be their interest to adopt the wide gauge.'

DAVIES' IMPROVED RAILWAY BREAK.

There cannot be a question us to the necessity of some improvement in the "break" for railway carriages; and as the following description of a new plan which has been put upon some of the carriages of the London and Birmingham railway, is spoken of in a very favorable manner, we give it from the London Mining Journal, of 3d May, and ask attention to it from those who are engaged in the manufacture of cars, or in charge of railroads in this country.

"At the Society of Arts on Wednesday evening last, a paper was read descriptive of .The editor of the Advertiser says, very justly, that, a new railway carriage break, the invention

of Mr. David Davies, and which we may being found as effective on the Euston in-lif- not supported at the present quotations' safely state possesses advantages found in no cline as three on the old system. Mr. Rotch will, at least obtain such a price, that while other yet introduced, and which, at the same expressed some surprise that an invention of it not only pays a good per centage on the time, is free from all the serious objections so much importance to the public safety and capital employed, will give to the collier and hitherto urged against the old carriage breaks. convenience, was not more warmly support- miner, as well as to all other operatives, fair Mr. Davies having explained the mechanism ed by the directors of railways generally, or wages-this is all that can be required or of his invention by a large diagram on the that even on the London and Birmingham looked for, and with this, we feel assured, all wall, Mr. Rotch, V.P., made some interestine, where it was found so efficient, they implicately in our columns give some valuable statistics prepare his hearers for appreciating the ad-much, however, as they had the welfare of and points for consideration—that a certain vantages of this invention, he explained to the public at heart, they were compelled to animus pervades the writers is only natural; them the action of the old break, viz: that consult their engineers, which circumstance but it is only fair to look on both sides of the of a wedge being driven down between the too often prevented the introduction of use- question." peripheries of the fore and hind wheels; the ful inventions. He was, however, happy to instant this action took place, a powerful say, since he had been in the room a letter strain was produced on the end of the axle, had been handed to Mr. Davies, from an inagainst which one side of the nave of the wheel was pressed, and the free side of the and Birmingham line, in which ample testicircumference still having an inclination to mony was borne to the value of this brenk, will also act as agent for the sale or purchase of marrevolve, a twisting action was the result and a positive action was the result and a positive action was the result and a positive action. revolve, a twisting action was the result, and an opinion expressed that, by confining which eventually produced a fracture of the the cost to a moderate amount, they must axle. Another objection was the shaking make their way in all railway establishand groaning noise to which the passengers ments." in every break carriage were subject, causing considerable fear among the females, and inducing all parties who had been at all experienced in railway travelling to avoid the break carriage as they would a perfect nuisance. Mr. Davies' break removes all these objections; it consists of a series of eight levers, placed beneath the framework of the Mining Journal in that paper of 3d May. carriage, one end of each projecting to a level with the circumference of the whoels; the past few months, to which we have from to the purchaser the expense of turning them out in-these levers each turn on a falcoun in the time to time directed attention, and the general turn on a falcoun in the time to time directed attention, and the general turn on a falcount in the time to time directed attention, and the general turn on a falcount in the time to time directed attention, and the general turn of the circumference of the whoels; these levers each turn on a falcrum in the time to time directed attention, and the geouter rail of the frame-thus making the neral improvement in the iron trade, has been short arm of the lever that which grips the most encouraging-while, as might naturally wheel, and the long one projecting within be expected, would be the case under such Works have always on hand, of their own manufacthe framework; these long arms are con-nected to two cross levers, which are acted and prices quoted or imagined, which any appen by a diagonal bar, which, being put in one possessing a knowledge of the trade it-ways used in their manufacture, and their very genmotion by a winch handle on the roof acting self, must have been well aware could never eral use for railroads and other purposes in this counon a serey, each of the four wheels are be maintained. We last week noticed the up, the manufacturers have no hesúation in warrantgrasped at two opposite points, the same as considerable rise which has taken place, if clasped by a pair of pineers, by which grip a far greater power is applied with the most perfect ease—while the pressure being an article appended to these remarks, is, in

Albany from and Nail Works, Troy, N. Y. most perfect ease-while the pressure being an article appended to these remarks, is, in cqually distributed, there is no strain upon the axle, and the motion of the carriage is checked with the greatest possible rapidity.

Abany from and Nair Works, I vol. N. I.

The above spikes may be had at factory prices, of Erastus Coming & Co., Albany; Hert & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. The whole arrangement of the levers is of sent. The demands of the colliers, and the most simple description, and so smooth others employed, have, we admit, been met and perfect is the action, that a gentleman by the masters with a liberality corresponpresent, who had paid much attention to the dent with the advance in prices, and the proworking of this break, stated he had enden- fits which they derive; but there is a limit, which after five years' successful operation, and now vored, under all circumstances, to detect any and glad are we to find that the ironmasters almost universal use in the United States (as well roise or grinding in its action, both in the lave of their own accord, determined to pre-carriage and on the roof, but that in all cases it worked perfectly smooth, and free from which must result from a reaction. The deanything which could be of any possible an-mand for iron, more especially bar, and rail- rails, to any amount and on short notice. Almost novance; and further, that while descend- way iron, for the next three years, can be are festered with Spiles mode at the United States ing inclines with the old break, the guard pretty well ascertained or calculated upon, factory—for which purpose they are found invaluawas compelled to keep up a firm pressure and that alone will not only keep the present ble, as their adhesion is more than double any comwith his bands to retain the break in its works in active operation, but may justify a place, while the action of the screw in the one described, was so perfect, that the mo- and we caution those who would embark cament the break was applied, the handle might be left without any fear of slipping, or the levers losing their hold. It appears there and we caution those who would emour carried the break was applied, the handle might pital, from hastily rushing into undertakings be left without any fear of slipping, or the levers losing their hold. It appears there moment, yet, it must be remembered, require St., New York; A. M. Jones, Philadelphia; T. Janare six carriages on the London and Birmingham line to which these breaks are afing on operations, but expended in the 'plant.'
"We feel satisfied that with prudence on
all the others—one break carriage in a train
the part of the ironmasters, the price of iron."

**Railroad Companies would do well to forward
their orders as early as practicable, as the subscriber
is desirous of extending the manufeturing so as to
keep pace with the daily increasing demand.

THE IRON TRADE.

It is somewhat important for us here to keep well informed in relation to the iron trade in England; we therefore give the following remarks of the editor of the London the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressing the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressing the latter a very superior article.

W. R. CASEY, CIVIL ENGINEER, NO. 23
Chambers street, New York, will make surchinery, and of patent rights for improvements relating to public works.

TO RAILROAD COMPANIES AND MAN-utacturers of railroad Machinery. The subscri-bers have for sale Am, and English bar fron, of all sizes; English blister, east, shear and spring steel; O RAILROAD COMPANIES AND MAN-Juniata rods; ear axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels,

sed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in "The advance in the price of iron within the order, a fit to those wheels is guaranteed, saving N. E. cor. 12th and Market sts., Philad., Pa.

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PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery,

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Length of Road, 33 96-100 miles.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer. JOHN S. DARCY, Esq., President. J. P. Jackson, Esq., Secretary.

Leave New York, foot of	DAIL!	Υ.	SUNI	DAY.
Courtland street.	A. M.		А. М.	
For Newark	0 11 19	2, 3, 43-4, 6, 71-2	9	4 3-4
" Elizabethtown	9, 11	2, 3, 4 3-4, 0,		
" Rahway	9, 11	3, 43-4, 6		
" New Brunswick	9	3, 4 3-4		
T	+ 1	1		}
New Brunswick	6, 71-2, 111-2	8 3-4	11 1-2	81-2
Rahway	6 3-4 7. 8 1-4. 12	4 3-4, 9 1-1	1	
Elizabethtown	7. 71-2. 81-2. 101-2, 12	3 1-2, 5	1	
Newark	71-2, 81-4, 9, 11	112, 4, 51-2, 7, 93-4	11 3-4	9 3-4
For New York.	-			

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-1 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rab	way.	N. Bru	nswick
,	Miles.	Cents.	Miles.	Cents.	Miles.	Cenis.	Miles.	Cents.	Miles.	Cents.
New York			9 1-1	25	14 1-2	31 1-4	19 3-1	-31 1-1	31-1-2	50
Newark	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50 .
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick	31 1-2	50 .	22 1-2	50	16.3-4	50	11 3-1	37 1-2		

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an-noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretotore offered to the public. The form is such that a rotary motion is imparted to the heated air. smoke and sparks passing through the chinney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bettom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

the engine by diminishing the draught or activity of the fire in the furnace.

These chinneys and arresters are simple, durable and neat in appearance on the following roads, to the managers and other officers of which we are at history to refer those who may desire to purchase or obtain further information in regard to their merits.

E. A. Stevens, President Camden and Amboy Railroad Company, dischard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Gernantown and Norristown Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Gernantown and Norristown Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Gernantown and Norristown Railroad, President S. C. and C. Railroad Company, William, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensellaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'kee, Sup't Léxington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Moothing Mouroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonal production of the subscribers will dispose of single rights, or rights for one or more States, on reasonal production of the subscribers will dispose of single rights, or rights for one or more States, on reasonal states are subscribers.

ble terms. te terms.

** The letters in the figures refer to the article given in the Journal of June, 1814.

** The letters in the figures refer to the article given in the Journal of June, 1814.

SAMUEL NOTT, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Fretory and Mill in manufacturing Spring Steel from 14 to 6 inches Sites Towns, Farms, Wild Land, etc., surveyed, Plans and Estimates for Buildings, Eridges, etc., pre-pared, and all appertaining business executed.

The Subscriber is engaged in width, and of any thickness required: large quan-tities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of.

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Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. [523] Albany Iron and Nail Works, Troy, N. Y.

The establishment being large, can execute orders

FOR SALE, AT A SACRIFICE—A LOCOnotive Engine, 4 wheels and Tender. Cylinders 10 in. dia.; Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse ""

8-horse

1 Upright Hydraulic Press. All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists,

May 12:f Alexandria, D. C.

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NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the prin; cipal railroads in the country, effectually prevents engines and their trains from running off the track

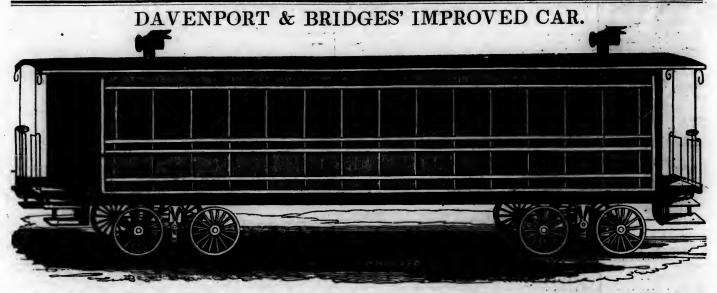
at a switch, left wrong by recident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing.

It is never touched by passing trains, except when in use; preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Italis; the latter, even if,

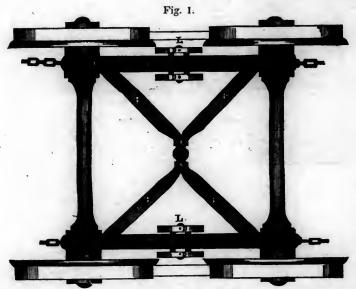
rolled, from 11 in. to 21 in thick.—bered and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wrot, Iron Engine and Truck Frames; Reihead Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wrot, Iron work for Steemboats, and Shafting of any size; Griet Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and general large statements. rle and economical constituction, and very effective Iron and Brass Castings of all descriptions.

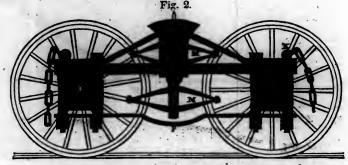
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DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All orders punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK.





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention:

Fig. 1 of the drawing above represents a top view or plan of our Improved Railroad Truck. Fig. 2 is a central, longitudinal, and vertical section. C, Railroad Truck. Fig. 2 is a central, longitudinal, and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusses: they consist of two long bars of plate iron (about three inches wide by seven-eighths of an inch thick,) bent into the shape as seen in drawing 2. Each of them is placed directly over a flat and straight tie bar, A, which extends from one end to the other, as seen in Fig. 2. These parts, so arranged, receive between their ends the ends of diagonal cross bars or braces, B, which are united at their centres by being clasped and welded, as seen in Fig. 1. The bars so composing what may be considered as side trusses and diagonal cross braces, rest at their ends.

by being clasped and welded, as seen in Fig. 1. The bars so composing what may be considered as side trusses and diagonal cross braces, rest at their ends upon four pedestals, F, F, which receive the bearings or boxes for the axles to run on. Another flat tie bar, P, extends from the under side of one of the pedestals to that of the other, on the same side of the frame, and the whole is secured together by eight bolts, J, J, passing down through the ends of the several bars, A, B, C, and the pedestals, and on each side of the journals of the axles, O, O, in the positions represented in the drawings. From the above it will be seen that there are two bolts to each pedestal, and that this number is all that is requisite for the full security of the bars and pedestals together. The body rests and moves upon two sectional supports, D D, arranged on the sides of the truss frames, as seen in Fig. 2; they extend somewhat, or a sufficient distance above the truss frames, and are jointed at their lower ends by means of a bolt, L, which rests upon the top of the lower spring, M, which spring rests upon a bolt passing through the lower part of the inverted strap, E, which strap passes over and rests upon the top part of the upper spring, M, which is placed within the truss frame, and rests upon the top of the bar, A.

Two bands, N, N, are passed entirely around the central part of each truss frame, the object of the same being to transfer the strain, or a portion thereof, of the spring, from the tie bar, A, to the arched bar, C.

These Trucks are adapted as well for eight-wheeled passenger tars as for baggage and resight cars, giving to each a more agreeable and easy motion than any other Trucks heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, B, as seen in the drawing, and the other wheels from the track

CAMBRIDGEPORT, April 1, 1845.

DAVENPORT & BRIDGES.

AMERICAN RAILROAD JOURNAL,

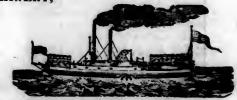
AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

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ESTABLISHED 1831.



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THURSDAY, JNUE 5, 1845.

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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stock-IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad. Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS. M As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the con-struction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, un-

have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

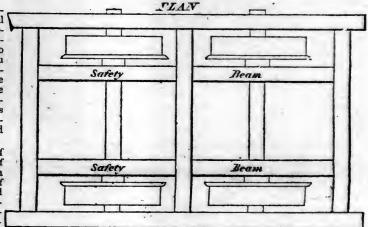
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

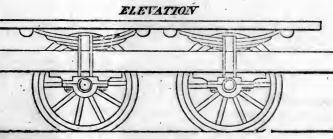
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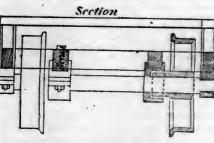
GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.
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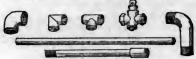
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From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T., L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

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W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL
Dam For Sale. A lot of land on Gravelly

Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.
Work shop, 86x35 feet, on the same floor with the

pattern shop. Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet.

containing a large air furnace, cupola, crane and

corn oven.

Store house-a range of buildings for storage, etc.,

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also-A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:
Boiler house 50 feet long by 30 feet wide, two sto-

ja45 Finnadelphia.

TO IRON MANUFACTURERS. THE SUB-scribers, as Agents of Mr. George Crane, of R Tyres imported to order and constantly on hand Tyres imported to order and constantly on hand A. & G. RALSTON. ar. 20tf 4 South Front St., Philadelphia. Mar. 20tf

HE NEWCASTLE MANUFACTURING . Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds con-nected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

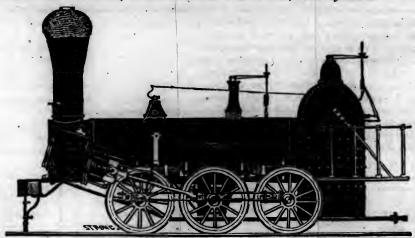
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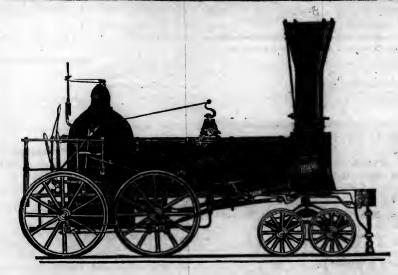
etc. The Subscriber having made importat improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the president of the control of the contr terested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS

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MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

15 inches Diameter of Cylinder, × 20 inches Stroke. Class 1, 66 \times 24 66 14 66 × 20 3, " . . 66 141 * 22 121 " 46 66 46 66 66 \times 20 4. × 20 23 " 66 " " 66 111 5, $10\frac{1}{2}$ 66 33 33 × 18 86 66

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
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State st., Boston, or to A. & G. RALSTON & Co., for the Trucks of Locomotives. Tenders and Cars. With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels,

NORRIS, BROTHERS.

REINAGLE'S AIR ENGINE.

The following account of what is termed the "Leviathan Air Engine," is taken from the "Mining Journal" of 5th April last. It is given by the editor of that excellent journal as "from a correspondent," without inshall probably hear more of it soon.

LEVIATHAN AIR ENGINE.

count for our not entering into a more definite description of its component parts. At two distinct modes, unaided by rarification, terrific description. which is a third and independent principle.

a third stop-cock, with a long arm, or lever planted in squares, or in avenues, or clusters an inch, the car weighing 33 lbs. But handle. This is also regulated by a similar of circles. They would pass the air provided when this novel method is employed in

rise and fall on the revolution of the cranks. the task promptly. In such a case, forty, above stated, the enormous power to propel On the top of the lift of these air vessels, fifty, or sixty pairs of perpetual air condensatives. work upon, lets loose the surplus air, driven every square inch; forty pairs will have a in by air-gun velocity. The present engine total pressure per second of 49,600 lbs., Professor Reinagle's drawing-room, made of stands, per se, (that is, not including the con-which per minute=2,976,000 lbs. This for about two hours, and provide ample air that augmented power resists and overcomes. The mere contents of the pair of nir-contents of eighty tons at thirty-five To give it expression would, perhaps, under provide any present circumstances, expose it to ridicule. The mere contents of the pair of nir-condenses, being 284 times the expulsive camples per hour. According to the weight present circumstances, expose it to ridicule. We, therefore, for the present, omit the shows that 22,720 lbs. can be propelled two

many air-condensers as the inventor may ready excited the utmost astonishment. choose or require to employ, can be re-set in action for two more hours, and so on ad kept going, without expense, for years and infinitum. The proportion of what Professor years, save one or two men for a 20,000 Reinagle denominates the heart of the ma. horse-power, to work once every two hours chine is 1-23d of the cubic bulk of the air for one minute, and no more, to re-set the troduction or comment, from which we infer contents of the pair of lungs or air-conden- air-condensers. To enable the public to that he had not looked into the matter. We sers—ergo, when it is once filled, he has a form some notion of the power obtained, disposable power, working, when he likes, Professor Reinagle has contrived a table up to twenty-three atmospheres; and this apparatus, anything but air-tight, and parcan be maintained for centuries without taking in the air-moving vessel of the form A most stupendous construction of this waste or failure; that is to say, a power of used in the engine, by which he moves 80 nature has been lately made by Prof. Rein. air is supplied equal to that which is disagle, in elucidation of a principle as novel as pensed, without the slightest variation, while on a four-wheeled car) by his breath alone. its power is tremendous. The inventor is it costs absolutely nothing to obtain this Even 100 lbs. can be moved in like mansecuring patents in every civilized country condensed air. Professor Faraday, having ner. Now, according to Bostock's Elemenfor this discovery, and this will obviously ac. seen the drawing, and heard the theory and tary System of Physiology, who, in vol. ii, practice of this invention explained, com-plimented the inventor by declaring, that he that, "assuming 170 cubic inches of air as present this unlimited power is obtained by had discovered perpetual motion of the most the quantity which may be forcibly expelled,

There are artificial lungs, the providers of thematician, has spent above three months of the lungs in their natural or quiescent the power and first action, as in the animal with Professor Reinagle studying this unstate." He then says, a few lines further system, which send highly condensed air limited power, and he defies any man to re- on, "that rather more than two-thirds can into a recipient, a globe of strong metal or fute his assertion, that this air-power, as at be expelled by a forcible expiration." Twoa cylinder, which to the body of the engine present used, is boundless, and that the whole thirds of 290 cubic inches is 192 and a fracis as the heart is to animal life. Air-tubes engine is so perfect as to allow of no mate-tion. Now these 192 cubic inches forcibly conduct the vital power to this ever-receiv- rial improvement, if any at all. Other emi- ejected, using such puff of air with this ining and ever-ejecting vessel. From it the nent men have recently seen it, amongst vention, drives 80 lbs. and upwards, on a engine is fed by a tube, whose capacity is them Dr. Armstrong, Dr. Carpue, and some four-wheeled car of small size, two feet in about one-sixth of those which receive the distinguished foreigners, besides very many three seconds: that is equal to 40 feet per condensed air as leaders. Two metre air. private friends of the inventor, of great in minute. If the strongest man were to try balls are used, one next the globe or cylinder, telligence, who have all expressed their can. the power of his lungs in moving the same which is called the heart. These are the did opinion of its perfect simplicity, and of car alone, by blowing through a tube against two great ventricles. To each of these is its immense power. The invention allows the a surface at the end of a cylinder, six inches employed a stop-cock, with a graduated deal use of air-condensers, of any length and width, long and two inches wide, as if it were a scale up to 90 deg. Beyond these is placed up to 20,000, or 500,000, nay even 1,000,000, piston, he would not be able to make it move graduated scale. When the air is turned on by them into numerous recipients, to be blowing into a vessel conic in form, resting by opening these several valve cocks to the united as the branches of veins to the heart, over a cylinder as a mere support and guide, proper points, a handle is pressed by the en. so as to press into one buge receiver, or they as well as rest, using the model horizontally, gineer, which opens a valve like an air-gun can be prepared to use separately, as well as the said model and weighted car being placed valve, and the engine is instantly set in mo. collectively, at a moment's notice. Let us on a table or the floor, and blown into through suppose it is required to empty a water- a connecting tube only one quarter of an The present engine has a double-crank ac- choked mine, of any description, of its body inch bore, and the receiver or propelling airtion, but for general purposes the professor of water. The common supposed contents vessel being only three inches diameter at has employed a three-throw crank, which ascertained, it may be deemed expedient to the base of the frustrum of the cone, and will be worked by air vessels slung, which use a 10,000 or a 20,000 horse-power to do nine inches long, there is acquired, as which are small, an opening in a small fixed ing providers would be used. The air within been witnessed, above 100 lbs. can be procylinder, which the before-named vessels them is pressed upon with a load of 3 lbs. to pelled one foot distance in two seconds. densed air-cylinder, nor the air-condensers, condensed air is now rarified, by a peculiar which equals 54.432. 192 cubic inches, which are eight feet high,) upon a space not and very simple contrivance, 700° or times expressed from our lungs under such feeble exceeding two feet square; and its power, its volume, but only in aliquot parts of minicomprehensive powers as the diaphragm and were the axle in due proportion as well as mum quantities, safe from all communications costal muscles, with the small closing of the the bearings, is no less than 568 horses, tion of heat to the main body. Our readers ribs, is proved to be capable of moving up-The air condensers will perform their duty may from this be enabled to calculate what wards of 80 lbs. two feet in three seconds. To those now made, and made of wood, 610 statement of this Leviathan power. Pro-feet every three seconds. But when several

done its duty, in half a minute each of as pumps, of great magnitude, which have al-

The engine, once set in motion, can be and that 120 will be still left in them, we Professor Oliver Byrne, the eminent ma-shall have 290 cubic inches as the measure lbs. is employed to each compressor, while lasting agent to pump the water from the general receiver or heart, which in the case sired. When the falling body within has mine by his improved cone and cylinder of the present existing engine would be twenty-three, a most enormous increase of diately recommenced, and vigorously pushed of great use to the people of Concord, Man. power is obtained; in fact, it is expected forward, in the most judicious and energetic chester, Nashua, and Lowell, by saving to that, with the present small engine, 220 tons can be propelled at a rate of twenty-five to thirty miles per hour; because so many and such certain expedients are at command to the Knickerbockers. augment the condensed air-power. More condensers, or greater pressure by increased derstood that the Fitchburg and Concord of from 225 to 275 miles of canal and railweight, or by rarefaction, extend to an un-Railroads will, by one or more routes, be road transportation. bounded measure the propelling power at soon continued to Burlington, on the east command. The total weight of the present side of Lake Champlain. By a recent act not take the great travel west; and travelengine, with all its appurtenances, does not of the Legislature of New York, a company exceed 7 cwt. Its cost, compared to a steam was created for the purpose of constructing able mode of getting to the Falls. engine of equal energy, is most trifling. All a railroad from the western side of Lake these advantages-united to an almost total Champlain to Ogdensburg in New York, absence of friction (there being no pistons) and no cost in the maintenance of the per- from the great western lakes. petual supply of air-power; little or no wear is two hundred miles nearer Boston than and tear; great simplicity of construction Buffalo, being about the same distance from (few of the parts requiring nice workman- Boston that Buffalo is from Albany. The ship)—must recommend it immediately for universal purposes, as one of the greatest be shipped to Ogdensburg, through the ship economists ever yet introduced. It ought canal which connects lakes Ontario and to be remarked that the force is only calculated for three seconds' duration; but, as lake waters. the present power can be augmented for railway use by three or four pairs of air-from Ogdensburg to Lake Champlain was condensers, such a leviathan motive power made by the state of New York, at an excan be supplied, as would draw all the car-pense of \$30,000. By this survey it was riages which the Birmingham Company ascertained that the road, one hundred and possess, at once; as two condensers and this twenty miles in length, could be built for engine will equal fourteen of the present about \$2,000,000. The route is through locomotives, and go at a rate of thirty miles the counties of Clinton, Franklin and St. per hour, drawing, at the least, 420 tons. If Lawrence, a territory not surpassed, for agrithe present horse-power locomotives do draw cultural purposes, by any portion of the state a train of 40 tons, at a rate of 25 to 30 miles of New York, of equal extent. The population per hour, then this engine, being 14 times the of these three counties is supposed to be power, should move at the same speed 560 tns. about 136,000, and is rapidly increasing. In

OGDENSBURG.

It is thus that the Boston people look at and encourage all enterprises which promise annual value of the agricultural producto contribute to the prosperity of their city. tions was \$4,476,849, and of manufactures They invite applications to them for aid in \$4,898,049. About \$3,000,000 have been inconstructing such works, even though in vested in manufactures. The mineral wealth State, who desire to expend their money on neighboring states, as are likely to increase of this region is said to be immense. There your roads, and in improving your unrivalled their business, and thus enhance the value ties about one hundred and fifty furnaces, of their property. We hope our own favored forges, bloomeries and rolling-mills, and the city will now come forward and put its state has recently established a prison on the shoulders to the wheel, and ensure the line of the proposed road, where five hundred speedy completion, in the most substantial convicts are to be employed in manufacturmanner, of THE railroad of this country—the ing iron.
These facts show that the lusiness of the NEW YORK AND ERIE—a work which will, country between the termini of the proposed when completed, produce an influence for railroad is very considerable, and of course good upon this city, equal at least to that of the road would derive from it much benefit the Erie canal. Its entire cost will be saved and income. in ten years from its completion, in the reduced cost, and improved quality, of living be carried on over this road; and it is pretty and travel to the people of the city of New evident that a merchant in Boston, forward-York alone, in addition to the greatly en- ing goods west, would adopt this route, beno truer remark, than that "we cannot afford dred miles of railroad or canal transportation. long been satisfied that a railroad from Bosof stock required was subscribed the first day why it would not bring to Boston a very that the books were open for that purpose, and then learn that the work is to be immediately which now goes to New York. It will be speak from personal observation; but from

manner; to an early completion. That day them a very considerable portion of the exwill be an era in the annals of the city of

Railroad to Ogdensburg .- It is now unwhich is situated at the foot of navigation Ogdensburg productions of the great West can as well

In 1840, a thorough survey of the route RAILROAD COMMUNICATION FROM BOSTON TO 1840 there were three hundred and ninety stores in these counties and in Essex, which lies near the road, south of Clinton county,

But it is believed by the friends of this

pense of transportation on their western produce; for when the Concord railroad is continued to Burlington, this produce will be brought to these towns direct, at a saving

We see no reason why this route would lers for pleasure would find it a most desir-

In fact, we do not see why this route would not be the shortest, cheapest, quickest, and safest, from Boston to the great West, both for travellers and merchandise.

We understand commissioners from Northern New York will be in town in a few weeks, to ask the aid of our capitalists in constructing this road. We hope their visit will not be in vain, for we fully believe that such investments will be safe and profitable, Erie, as to Buffalo, or any other point on the and that the road will be of great utility to Boston and all New England.

RAILROADS IN NEW HAMPSHIRE:

We find the following remarks in the Boston Courier of 29th May, and can assure the editor of that excellent paper, and the people of our native State, that we also are highly gratified to learn that the right spirit is aroused in the people of New Hampshire -and we will also say a word to them in private-viz: repeal your restrictive and stringent laws-adopt a liberal course towards those who are willing to invest their capital among you, for the improvement of your property, as well as the advancement of their own interest. Impose all proper and necessary restrictions, but never punish yourselves by keeping other people out of your water power, and thereby enhancing the value of your lands.

Capitalists are sometimes cautious animals. They are much more likely to be caught by gentle than violent means. Repeal your personal liability, and your unanimous consent clauses, and New Hampshire will rapidly increase in population, enterprize and wealth-and, of course, in intelli-

We have some recollection of the characroute that a great trade with the West will ter of the route, having passed over it many years since, from Concord to Lebanon, and thence to Montpelier and Burlington, (Vt.,) hanced value of real estate. We have heard cause, by so doing, he would save two hun- and being familiar with a part of it, we have to have the work delayed longer"—and we hope to be able to state that the whole amount this road be completed, we see no reason are soon to be realized. Of the other route,

"We are glad to see," says the editor. Montreal and Ogdensburgh.

"The subscription books roads leading from Boston through that State to Vermont and Canada. A friend who called upon us yesterday, informs us that the road commissioners about a week since; and be in his power." that their report has been accepted and rati-Fishers, of this city, thence to Franklin, Andover, Wilmot, Danbury, Grafton, Orange, ing the distance, grades, and estimated expense of the proposed railroad, has been for some time before the public. An address of the Northern Railroad Company to the riends of internal improvements in N. Hamp. "The and about \$300,000 more of the stock has different point for its terminus. been secured. These subscriptions are not of the business men, the farmers, and work. direction of Mr. Wm. P. Crocker. and establishes the fact, that the capitalist of lar of the managers :' any other region of country need not fear tion is authorized to commence operations

is already secured in the country." "The friend before mentioned says: "The liberal and tolerant feeling that persubject of railroads, authorizes us to say, ulation of 26,326. On the route there is al. shall be matured and carried into effect." that at the ensuing June session of the le- ready much manufacturing business carried faith on this subject must for the present be but in addition to these there are between the pledge to the Boston capitalist, that, if forty and fifty other towns in our State, he will permit us to become the trustees of with a population of more than fifty thou. some of his capital, we will not only pro- sand, whose business must necessarily pass some of his capital, we will not only pro-tect it by law, but we will render a good profitable final account. It remains now than one-fourth of our entire population, and company have advertised that the books will be open-ted at Wilkesbarre on the 17th of June, to receive with the sagacious and intelligent citizens one-fifth of the valuation of the State, whose subscriptions to the stock of the company. [Pa. Int.]

New Hampshire take in the projected rail- this corporation will, for a few days, be seven thousand annually. With the pro-

fied by the governor and council. The route, route, and now for the Concord, Plymouth pleasure travelling in the warm season to in relation to which we take the following was surveyed by a very competent engineer, us a copy of the circular of the managers, mise of an ample reward upon the investment. Thomas J. Carter. His report, show- that we may have all the facts before us. when we take up the subject of the merits

the reports which we are receiving, we have of Boston to decide, whether they will join interests are to be identified with the makno doubt of its entire feasibility; nor of the hands with us, and help themselves by giv- ing of this road. We may mention as eviconstruction of a railroad over it to the Connecticut river, at or above Haverhill: which give additional facilities to the road, the fact that the necticut river, at or above Haverhill: which give additional facilities to their northern will eventually be continued to the Canada friends and business customers, at the same shire that would naturally fall into this great line, and to Montreal; or connect with the time adding an important link to the great thoroughfare, has been ascertained to be at Portland road at some point near the line. chain that is eventually to bind this city with least thirty thousand tons per annum—the number of passengers over the different stage "The subscription books for the stock of roads embraced in the route exceeds thirtyopened at the Lowell depot, and at Walker spective increase of business which may be & Co.'s express office, No. 8 Court street. anticipated with railroad facilities, in manu-"One of the officers of this corporation facturing business-in the working of the 'Northern railroad,' commencing at Con. will be found at the American House, in this valuable copper, zinc, iron and other minecord, and terminating at the mouth of White city, until Monday next, who will give any rals which are known to abound upon the river, in Lebanon, was laid out by the rail. information in relation to this road that may route—the lime, scythe stones, lumber, etc., together with the great increase of travel So much for the Concord and Lebanon incident to an increase of business, and the as laid out, passes through Boscawen, by the and Haverhill, or the Merrimac valley route "Switzerland of America," we think this enterprize holds out sufficient inducements also from the Courier, with a request that to secure the necessary capital for its con-Canaan, Enfield and Lebanon. The route some gentleman connected with it will send struction, without looking further for a pro-

"But this enterprize has other objects in view-other sources of reliance for a return of these several routes, from the Atlantic to of profits. The whole of Caledonia, Orleans and Essex counties in Vermont, and a por-"The board of managers of the Boston, tion of Orange, Washington and Lamoilee, shire, from the pen of Prof. Hadduck, of Concord and Montreal railroad have pub. will from necessity as well as choice, pass Dartmouth College, disclosing the resources lished a statement of their doings, the pros. over this road when constructed. And we and obvious benefits resulting from this road, pects of the enterprize and their reliance has also been published. Subscription books upon its success. They make all their cal. this enterprize has in view a connection of for the stock have been circulated on a por. culations and estimates upon the supposition the city of Boston with the city of Montreal. tion only of the route of the road, and more that the "Northern" road from Concord to The whole line has now been surveyed, and than \$300,000 have been subscribed. Books Lebanon is to be built, and they ask that the charters are obtained for the construction of for the last five days have been opened in two roads may not be confounded together, the road. The distance from Boston to Mon-Concord, Manchester, Nashua and Lowell, as they in no wise interfere, and each has a treal over this route we state from the best information we have, as follows: from Bos-"The survey of this road was commenced ton to Concord, 75 miles; from Concord to fictitious. Wherever the route is known it in the spring, has been completed as far as Stanstead, 150; from Stanstead to Montreis appreciated, and the generous subscription Plymouth, and is still progressing under the al, by the route recently surveyed, by the We outlet of Lake Memphremagog, 92 miles; ing men of New Hampshire, is in its favor, make the following extracts from the circu. total, 317 miles. The route surveyed by Sherbrooke is 33 miles further. The dis-"This road, it will be seen by looking at tance in New Hampshire, which is to be to make a permanent investment in this road, the map, passes through a central portion of constructed by this corporation, will be about The charter divides its capital stock into our State—the towns of Canterbury, North. 80 miles; but it is not contemplated at pre-15,000 shares of \$100 cach. The corporal field, Sandbornton, Gilmanton, Gilford, Me. sent to go further than Haverhill. That redith, New Hampton, Holderness, Bridge- point reached, this corporation, while it afwhen one million of its stock is subscribed water, Plymouth, Rumney, Wentworth, fords facilities to the vast interests we have for, and more than one half of this amount Warren and Benton, to Haverhill, with the alluded to in our own State and in Vermont, right to extend up the Connecticut to any may rely upon a rich return of profits upon convenient crossing place between Haverhill their investment, while the more remote, but and Littleton. The towns through which it no less important desideratum of connecting vades New Hampshire, at this time, on the passes, as far up as Haverhill, contain a pop. the two great cities of Boston and Montreal

"It is stated that on this route the maxigislature, modifications of some of our re-on, and a vast amount of unoccupied water mum of gradients will be 39 6, for the whole strictive statutes will be obtained, thereby power. There are a number of flourishing route from Concord to Haverhill, and but obviating the principal objections that are villages, and a large extent of rich agricul. few planes will reach even that moderate now raised against us. Our knowledge and tural territory immediately upon the route; grade. Books have been opened for sub-

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STATE WORKS.	Length in miles	Cost	Income.	13.	Income	44.	The	State Car	nals are all 4 fe ide, and 80 to 9	et deep, and	the locks
Y.: 11Black river canal	_	1,524,967		Expend.	Income.	Expena.			llions paid t		
2 Cayuga and Seneca	. 21	237,000	16,557	10,953	24,618	14,443	auctio	on and	salt duties a	re not incl	uded in
3 Champlain canal	. 64	1.251,604			116,739		estim	ate of c	ost. The G	enesee vall	ev and
4 Cheming	. 23	684,600		14,486	14,385	12,740	Black	river c	anals require	e large sur	ns for th
5 Chenango	. 97	2,420,000 156,777		15,967 3,674	22,179	15,960	comp	letion, th	e interest of	which add	unonal st
7 Erie—enlargement of	363	12,648,852							er than the e		
8 Genessee vallev	. 120	3,739,000					quire	to com	plete these ty	wo canals a	re \$2.00
9 52 miles opened, cost \$1.500.000			12,292	13,819	19,641	15,557	000 a	nd \$600	.000, making	their total	cost wh
10 Oneida lake	. 6	50,000		2,239	621	1,636	finish	ed \$5,55	3,000 and \$2	,409,000; a	n expen
11 Oswego	. 38	565,437		22,742	56,165	28,599	ture i	ncurred	on estimated	incomes (a	admitted
1. 12 Beaver division canal	. 25				7,381	22,870			\$39,000 and		
14 French creek	. 45				105,276			e total re	eceipts from	the works	Penns
15 Seneca river towing path		69,276			381				3 were \$1,0 he cost about		
16 Columbia railroad	. 82				443,336	205,067	Th	e receint	s for 1844 we	ere as follo	ws:
17 Eastern division	. 36				179,781	138,915	Canal	tolls.	he cost about s for 1844 we		578,4
10 Juniata Canal		- 1	1	-	951 100	240040	Railro	oad tolls			252,8
19 Portage railroad	130		••••		351,102	248,943	Motiv	e power	,	-	319,5
21 North branch Susquehannah canal	73						Truck	s,	-		13,4
22 West " " "	72				101,949	57,633	of whi	ich \$585	,922 is from	118 miles c	oi raniro
21 North branch Susquehannah canal 22 West " " " 10 23 Hocking canal	56	975,130	4,757		5,286	4,139	and \$	578,404	from 550 mi	ies of canal	le Lea
24 Miami canal	. 1 85	1,660,742	68,640	38,826							
25 Miami extension	105	2,856,636	8,291						mills on the S		
26 Miami northern division	35	322,000			unfin'd.		1049	\$471.69	3 and in 18	44 \$515 39	3 the c
27 Muskingum 28 Ohio	324	1,627,318									
291 Wahash	91	4,600,000 3,028,340		6,400	48 580						
30 Walhonding	25	607,269	838	39,005	1,977						ughout
31 Western road	31	255 015	7 254	1 782	8.747	2,929	count	ry than	ever before k	nown	
- 32 Sundry works		11,000,000					The	ese 21 n	nillions on si	undry work	syield
33 Maume canal							incom	e whate	ever. I railroad yie	lda aboro	6 non co
34 Sundry works	110	10,000,000	140.007	P5 000	911 170	90 490	and is	the onl	y State work	the Erie	canal
36 Southern railroad	68	936,295	24,064	7 907	60.341	70,000	cepted	-which	h is able to st	and alone.	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Length	~~~~	1843.	PIV	~~~	344.	Divi	~~~			~~~
CANALS.	in miles.	Cost.	Income. Gross.   N	per	Inc	ome. Nett.	per	of stock.	R	EMARKS.	
Blackstone						- Iveta		-			
Bald Eagle Navigation		400 000									
Beaver and Sandy, (part).		1 000 000E							We may, p	erhaps, ats	ome futt
Charleston, (S. C.)		1	1	1					me be enable	ed to give t	he partic
Canastata	184	12,370,470	47,637			•••••		li	ars of all the	se canals.	This and
Conestota Delaware and Chesapeake	12	300,000	•••••					96 1	The Chesap s not yet conines, hence	mnleted to	the c
Schuvlkill	108	3 500 000 2	79 795 100	991	190 693	120 624		31 1	nines, hence	its trifling i	
Schuylkill. Farmington.		0,000,000		,					i ne emaige	cincin or m	e Schu
James river and Kenhawa								k	ill canal has	been comm	nenced.
Middlesex									The Morris	canal was	lately so
Port Deposit.	10	200,000	00 000 50			04 455			The Morris or one million	n, about one	the pane
Dolaurona and Doniton	43		44 623 53								
Port Deposit		300,000	00,000		122,220			141	iat it is to be	CILITA BOOM	of the a
Southwark		300 000		,021	1			St	en no report	, nor heard	
Southwark. Tide Water. Union.		300,000 . 2,900,000 . 2,000,000 .		,021	1			St	en no report	, nor heard	er.
Southwark. Tide Water. Union. Morris.	45	2,900,000 .		,021	1			St	een no report ointment of	, nor heard	er.
Southwark. Tide Water. Union.	45 80 101	2,900,000 2,000,000 1,000,000		,,027	1			se	en no report	, nor heard	er.
Southwark. Tide Water. Union. Morris.	45 80 101	2,900,000 2,000,000 1,000,000		ize of lock		Width of	canal.	se	Expended	nor heard any engine	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.	45 80 101	2,900,000 . 2,000,000 .	E Length of chamber.	ize of lock	S. Depth on mitre silt.	Width of Bottom.	canal.	28 Estimat	Expended to Sept. 1843.	Incon	<b>~~~</b>
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.	45 80 101 Length in miles.	300,000 2,900,000 2,000,000 1,000,000 No. of Lockage locks. in feet.	Length of chamber.	ize of lock	cs. Depth on mitre sill.	Width of Bottom. S	canal. Surface	28 Estimat	Expended	nor heard any engine	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousie	45 80 101 Length in miles.	300,000 2,900,000 2,000,000 1,000,000 No. of Lockage locks. in feet.	Length of chamber. feet.	ize of lock Width. feet. 26 1-2	ts. Depth on mitre sill. feet. 8 1-2	Width of Bottom. s	canal. Surface. feet. 81	28 Estimat	Expended to sept. 1843.	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunyille (not added)	45 80 101   Length   in miles.   28	300,000 2,900,000 2,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet.	Length of chamber. feet. 150	Width.	ts. Depth on mitre sill. feet. 8 1-2 8 1-2	Width of Bottom. s feet. 45	canal. Surface. feet. 81 71	28 Estimat	Expended to sept. 1843.	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville for added oad creek branch to Port Maitland below.	45 80 101 Length; in miles. 28 21 1 1-2	300,000 2,900,000 2,000,000 1,000,000 No. of Lockage locks. in feet.	Length of chamber. feet.	ize of lock Width. feet. 26 1-2	ts. Depth on mitre sill. feet. 8 1-2	Width of Bottom. s	canal. Surface. feet. 81	28 Estimat	Expended to sept. 1843.	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville (not added oad creek branch to Port Maitland) below.  The St. Lawrence canal. llops and Port Cardinal.	45 80 101 Length in miles. 28 21 1 1-2	300,000 2,900,000 1,000,000 1,000,000 No. of Lockage in feet.	Length of chamber. feet. 150 200	ize of lock   Width.     feet.   26 1-2   26 1-2   45	is. Depth on mitre silt.  • feet.  8 1-2  8 1-2  9	Width of Bottom. S feet. 45 35 45	f canal. Surface. feet. 81 71 85	28 Estimat	Expended to sept. 1843.	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville oad creek branch to Port Maitland below.  The St. Lawrence canal. ain trunk from Port Cardinal.	45 80 101 Length in miles. 28 21 1 1-2	300,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,	ELength of chamber. feet. 150 200	ize of lock   Width.     feet.     26 1-2     45	ts. Depth on mitre sill. feet. 8 1-2 8 1-2	Width of Bottom. s feet. 45 35 45	canal. Surface. feet. 81 71	28 pp	Expended to sept. 1843. 72 2,485,572	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville not added oad creek branch to Port Maitland below.  The St. Lawrence canal. llops and Port Cardinal. prid Plat.	45 80 101   Length   in miles.   e28   121   1 1-2	300,000 2,900,000 1,000,000 1,000,000 1,000,000 No. of Lockage locks. in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2	E Length of chamber. feet. 150 200 200 200 200 200 200	ize of lock   Width.     feet.   26 1-2   26 1-2   45   45   45	ts. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9	Width of Bottom. S feet. 45 35 45	f canal. Surface. feet. 81 71 85	Estimat 3,948,5'	Expended to Sept. 1843. 72 2,485,572	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville ford addedoad creek branch to Port Maitland below.  The St. Lawrence canal. clops and Port Cardinal. cpid Plat. cren's point.	45 80 101   Length in miles.   28   21   1 1-2   2   4   3-4	300,000 2,900,000 2,000,000 1,000,000 1,000,000 No. of Lockage in feet. 31 328 1 6 1 6 2 7 2 11 1-2 7 48	ELength of chamber. feet. 150 200 200 200 200 200	ize of lock Width. 1 feet. 26 1-2 26 1-2 45 45 45 45	ss. Depth on mitre silt.  • feet. 8 1-2  9  9  9  9	Width of Bottom S feet. 45 35 45 50 50 100	Feanal. Surface. feet. 81 71 85 90 90 90 150	Estimat 3,948,5'	Expended to Sept. 1843. 72 2,485,572	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville (not added oad creek branch to Port Maitland) below.  The St. Lawrence canal. lops and Port Cardinal. pid Plat. rren's point. wall, passing the Long Sault rapids.	45 80 101 Length in miles. 28 21 1 1-2 2 4 3-4 11 1-2	300,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2	ELength of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width. feet. 26 1-2 45 45 45 45 45 45	ss. Depth on mitre silt.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9	Width of Bottom S feet. 45 35 45 50 50 100 80	feanal. Surface. feet. 81 71 85 90 90 150 120	Estimat 3,948,5 672,49 865,37 1,190,06	Expended to sept. 1843. 72 2,485,572	Incon 1843. 64,658	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville oad creek branch to Port Maitland below.  The St. Lawrence canal. alops and Port Cardinal. passing the Long Sault rapids. wall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades roadine, do. Lachine rapids.	28 21 1 1-2 4 3-4 11 1-2 111 1-4 8 1-9	300,000 2,900,000 2,000,000 1,000,000 1,000,000 No. of Lockage in feet. 31 328 1 6 1 6 2 7 2 11 1-2 7 48	ELength of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width. 1 feet. 26 1-2 26 1-2 45 45 45 45	ss. Depth on mitre silt.  • feet. 8 1-2  9  9  9  9	Width of Bottom S feet. 45 35 45 50 50 100 80	Feanal. Surface. feet. 81 71 85 90 90 90 150	Estimat 3,948,5' 672,44' 865,3' 1,190,08 old cana	Expended to sept. 1843. 72 2,485,572	Incon	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal ain trunk from Port Colborne to Port Dalhousienction branch to Dunville oad creek branch to Port Maitland below.  The St. Lawrence canal lops and Port Cardinal upid Plat rren's point. wall, passing the Long Sault rapids harnois, do. Coteau, Cedars and Cascades roadine, do. Lachine rapids gement of do.	Length in miles. 28 11-2 2 4 11-2 111-4 8 1-2	300,000 2,900,000 1,000,000 1,000,000 1,000,000 No. of Lockage in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2 5 44 1-2	ELength of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width. feet. 26 1-2 45 45 45 45 45 45	ss. Depth on mitre silt.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9	Width of Bottom S feet. 45 35 45 50 50 100 80	feanal. Surface. feet. 81 71 85 90 90 150 120	Estimat 3,948,5' 672,44' 865,3' 1,190,08 old cana	Expended to sept. 1843. 72 2,485,572	Incon 1843. 64,658	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville oad creek branch to Port Maitland below.  The St. Lawrence canal. lops and Port Cardinal. pid Plat. rren's point. wall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades roadine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.	Length in miles. 28 11-2 2 4 11-2 111-4 8 1-2	300,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2	ELength of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width. feet. 26 1-2 45 45 45 45 45 45	ss. Depth on mitre silt.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9	Width of Bottom S feet. 45 35 45 50 50 100 80	feanal. Surface. feet. 81 71 85 90 90 150 120	Estimat 3,948,5 672,49 865,3 1,190,06 old cana 1,001,33	Expended to sept. 1843. 72 2,485,572	Incon 1843. 64,658	ne.;
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal ain trunk from Port Colborne to Port Dalhousie nction branch to Dunville oad creek branch to Port Maitland below. The St. Lawrence canal llops and Port Cardinal upid Plat rren's point. wall, passing the Long Sault rapids harnois, do. Coteau, Cedars and Cascades road ine, do. Lachine rapids gement of do.  Total from lake Erie to the sea nbly.	45 80 101 Length in miles. 28 121 1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2 12 66	300,000 2,900,000 1,000,000 1,000,000 1,000,000 1,000,000 No. of Lockage in feet. 31 328 1 6 1 6 2 7 2 11 1-2 1 3 1-2 7 48 9 82 1-2 5 44 1-2 1 5 74	E Length of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width. 1 feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45	st. Depth on mitre silt.  8 1-2 8 1-2 9 9 9 9 9 9 1 1 Div.	Width of Bottom S feet. 45 35 45 50 50 100 80 80	Canal. Surface. 81 71 85 90 90 150 120	Estimat 3,948,5 672,44 865,3 1,190,06 old cana 1,001,33	Expended to Sept. 1843, 72 2,485,572	Incon 1843. 64,658	1844.
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousiention branch to Dunville ond creek branch to Port Maitland below.  The St. Lawrence canal. lops and Port Cardinal. pid Plat. pid Plat. pren's point. wall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades roadine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea.  COAL COMPANIES.	45 80 101	300,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,	E Length of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock   Width.     feet.   26 1-2     26 1-2     45     45	ss. Depth on mitre silt.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 1 Div.   per	Width of Bottom. S feet. 45 35 45 50 50 100 80 80 1844. Incom.	Canal. Surface. 81 71 85 90 90 150 120	Estimat 3,948,5' 672,44' 865,3' 1,190,00 0,100 cana 1,001,33' 200,00	Expended to sept. 1843. 72 2,485,572	Incon 1843. 64,658	1844.
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville not added below.  The St. Lawrence canal. slops and Port Cardinal. pid Plat. rren's point. wall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades roadine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea. hably.  COAL COMPANIES.	45 80 101 Length in miles. 28 121 1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2 12 66 Length miles Length miles 2 10 10 10 10 10 10 10 10 10 10 10 10 10	300,000   2,900,000   2,900,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,00	ELength of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width.   1	s. Depth on mitre silt.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 1 Div.   per cent. 6	Width of Bottom. S feet. 45 35 45 50 50 100 80 80 1844. Incom.	Feanal. Surface. 81 71 85 90 90 120 120 60	Estimat 3,948,5' 672,44 865,3' 1,190,00 old cana 1,001,33 200,00 per v per st	Expended to sept. 1843. 72 2,485,572	Incon 1843. 64,658	ne-,: 1844.
Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. ain trunk from Port Colborne to Port Dalhousienction branch to Dunville not added below.  The St. Lawrence canal. slops and Port Cardinal. pid Plat. rren's point. wall, passing the Long Sault rapids. harnois, do. Coteau, Cedars and Cascades roadine, do. Lachine rapids. gement of do.  Total from lake Erie to the sea. hably.  COAL COMPANIES.	45 80 101   Length   in miles.   28   21   1 1-2   4   3-4   11 1-2   11 1-4   8 1-2   12   66	300,000   2,900,000   2,900,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,00	ELength of chamber. feet. 150 200 200 200 200 200 200 200 200 200 2	ize of lock Width.   1	s. Depth on mitre silt.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 1 Div.   per cent. 6	Width of Bottom. S feet. 45 35 45 50 50 100 80 80 1844. Incom.	Feanal. Surface. 81 71 85 90 90 120 120 60	Estimat 3,948,5' 672,44 865,3' 1,190,00 old cana 1,001,33 200,00 per v per st	Expended to sept. 1843. 72 2,485,572	Incon 1843. 64,658	ne-,: 1844.

		Length		Loans	RAIL			43.	Div.	18	14.	Div.	Previ-	SALI	
	RAILROADS.	miles.	Cost.	and	of	on	Ince	ome.	per	Inco	ome.	per	ous	June	4th.
34	2 Deviled Case and Destroyouth	50	1 000 000	debts.		share	Gross. 89,997	Nett.	cent.	Gross.	Nett.	cent.	prices 1131	Shares.	1011
Me. N. H.	1 Portland, Saco and Portsmouth	35				• • • •	09,997	47,166	7	124,497	74,841	12	701		651
Mass.	3 Boston and Maine	56					178,745	68,499	6	233,101	86,401		117		
66	4 Boston and Maine extension	17 1-	4 455,703	unfin.											
11	5 Boston and Lowell	26	1,863,746					144,000		316,909			1201		
"	6 Boston and Providence	41		none.			233,388			282,701			1081		• • • •
- 46	7 Boston and Worcester 8 Berkshire.	21	2,914,078	not stated			4 0,141	17,500	6 7	428,437 17,737		12	1181		
44	9 Charlestown branch.	21		noi stateu				17,500	13		13,971	51	70à	20	75
66	10 Eastern	51	2,388,631				279,563						112		
44	11 Fitchburg	50	1,150,000	justopn'd						42,759			120	11	1221
	12 Nashua and Lowell	14 1-	2 380,000				84,079		8	94,588		10	1221		
66	13 New Bedford and Taunton	20					50,671	24,000	6	64,998	24,000	6			
**	14 Northampton and Springfield 15 Norwich and Worcester	59	2,170,366	unfin.	16 595	100	169 336	94 871	• • • • •	230,674	99,464	3	714	9,853	791
tt	16 Old Colony	33	. 87,820	unfin	10,000	100	102,000	21,071		200,012	33,203		109	0,000	124
44	17 Stoughton branch	4	63,075	unfin.											
	18 Taunton branch	11	250,000					20,000	8	96.687	20,000	8	118		
	19 Vermont and Massachusetts														
	20 West Stockbridge	3	41,516	200	20,000	100	E~9 000	004 420		*59 *59	490 000	4	104	121	1041
	21 Western, (117 miles in Mass.,) 22 Worcester branch to Milbury	156	. 8,431	4,686,202 506			313,882			100,100	439,679	3	104	131	1041
44	23 Housatonic, (10 months,)	74	1,244,123							150,000			30	115	291
Con	24 Hartford and New Haven	38	1,100,000		10,000	100						6	89	20	
- CE	25 Hartford and Springfield	25 1-	2 600,000	400,000	2,000	100									
11	26 Stonington, (year ending 1st Sept.,)	48	2,600,000		13,000	100	113.889			154.724	79,845		35	2,634	327
N. Y.	27 Attica and Buffalo	31 78	336,211	200,000			45,896	7,522		73,248 237,667	48,033	0	100	• • • • • • •	
	28 Auburn and Rochester	26	766 657	200,000	14,000		86 901	97 334		96,738	59 544	6	116	•••	
**	30 Buffalo and Niagara	22	200,000		1,500			,		30,100			100		
44	31 Erie, (446 miles,)		. 5,000,000		1,000								301	689	281
61	32 Erie, opened	53						48,000		126,020	59,075		,		
33	33 Harlem	26	1,206,231						}	140,685			711	775	711
	34 Hudson and Berkshire	31 96		200 240	200.046				• • • • •	35,029	1,789	0	14	C 225	203
	35 Long Island	17	1,610,221 1,317,893		10,000	100	60 948	58,780		153,456 79,804			71± 60	6,335 556	
66	37 Saratoga and Schenectady	22	303,658	400,000	10,000	100	42,242			34,666				330	
66	38 Schenectady and Troy	20 1-					28,043			32.646	6 365	0			
16	39 Syracuse and Utica	53	1,115,897	none.	16,000	621	163,701	72,000		192,061	120,992		116	60	116
	10 Tonnawanda	43	727,332				76,227			114,177	75,865	5			
	41 Troy and Greenbush	6 25	180,000	,			44 905	01 000		20 500	0.000	21		,	
46	42 Troy and Saratoga	78	2 168 165	none.	90,000	100	977 164	180,000	0	38.502	100,004		129		
N. J.	44 Camden and Amboy	61	3.200,000	none.	20,000	100	682 832	383,880		784,191	404 956		110	14	110
66	45 Elizabethtown and Somerville	26								1					
ee	46 New Jersey	34	500,000							1			95		95
	47 Paterson	16	2.000,000			1						6	85	375	1
	48 Beaver Meadow	26 46	500,000						• • • •			• • • •		• • • • • • • • • • • • • • • • • • • •	• • • •
	49 Cumberland Valley		1 250 000									••••	30		
	51 Hazleton branch*	10	860,000										30		
	52 Little Schuylkill		120,000												
- 66	53 Blossburg and Corning	40	900,000												
**	54 Mauch Chunk		600,000						19						
48	55 Minehill and Schuylkill Haven*	18	100,000				•••••	• • • • • • • •	12		•••••		1434	25	77
	56 Norristown												6 <del>1</del> 104		
	58 Pottsville and Danville	29 1-													
66	59 Reading	94		7,447,570		50				597,613			49	560	50
16	60 Schuvlkill vallev*	10	9,457,570												
11	61 Williamsport and Elmira	25					20,000	200 000	• • • •		210.000	• • • •	10-		105
	62 Philadelphia and Baltimore	93 16				• • • •	43,043	200,000	• • • •		210,000	• • • •	187	3,744	18
	64 Baltimore and Ohio, (1st Oct.)	188					575 925	270 400	• • • • •	658,620	346 046	• • • •	481	125	50
	65 Baltimore and Susquehanna	58					313,200	~15,102		130,020	340,340	,	5	50	
	66 Baltimore and Washington	38	3,000,000				177.227	71,691		212,129	104.529		84		
	67 Greensville and Roanoke		2 1,800,000												
"	68 Petersburg and Roanoke	60	260,000							122,871	72,898	3			
44	69 Portsmouth and Roanoke	78 1-											• • • • • • •		• • • •
"	70 Richmond and Fredericksburg	61 1-	2 1,200,000									• • • •	•••••		••••
ш	72 Winchester and Potomac	32													1
	73 Raleigh and Gaston														
	74 Wilmington and Raleigh		1,360,000												
S. C.	75 South Carolina	136	1,800,000		34,410	75		:		532,871	140,196	5			
	76 Columbia	66	5,671,452		01,110	13	201,464	77,456	• • • • •	328,425	180,704				
	77 Central	190	2 2,581,723			• • • •	227,532	93,190		049 000	147 700	• • • •			
44	78 Georgia	89	2,650,000	170 000		100	240,020	136,207		248,096 35,000	15 000		•••••	•••••	
	80 Lexington and Ohio	40	500.000	170,000		100				35,000	15,000				
	81 Little Miami.														
Ohie															
83	82 Mad river	40													
Ind.		56	152,000						1						

communications by Monday morning at latest.

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### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

#### Thursday, June 5, 1845.

HIGH FARES-BALTIMORE AND WASHINGTON RAILROAD. The remarks by the editor of the National Intelligencer, in another column, in relation to the rate of fare on this railroad, cannot, we believe, be necessary or appropriate; as we take it for granted-even the public the application of their respective Patents though the editor had "made some inquiry on the for a Plenum and Vacuum Ventilation and Warmsubject"-that the reports that "the directors of the Baltimore and Ohio Railroad Company have determined not to reduce the fare of \$2.50 per passenger, now charged on the Washington branch," of thirtyeight miles-cannot be correct.

Loud and just complaints have long been made by the travelling community at the high charges on this road, but they have been submitted to with a better grace than would otherwise have been the case, in consequence of the bonus, fifty cents on each passenger, which they had to pay the State-a very unwise and unjust tax, as we think, upon travellers who have occasion to pass from Baltimore to Washington. This has, if we recollect right, been assigned by the directors as a reason for not reducing the fare, until voluntary legislation should allow them to do so without its falling entirely on the company -but prorata on the State and the company. There was legislation upon this subject during the late session of the legislature of Maryland, and we understood that the company was authorized-and we supposed that they were inclined-to act under it, and meet the loud calls, not only of the travelling community, but also, as we think, by their own interest, by a considerable reduction of their present charge. And we shall not believe that they are about to disappoint the reasonable expectations of the community, until their own acts compel belief. Such a course would, in our opinion, be exceedingly unwise on their part; nothing would tend more to raise up a strong and successful opposition by post coaches, which will surely be patronized by many who are the fast friends of railroads. Low fares, high speed, and an obliging and conciliating course to those who must -or from choice will-travel, is the true policy for railroad companies; and we have too much confidence in the sagacity of the managers of the Baltimore and Ohio Railroad, to credit these reports; but to confer on the subject with a committee to be appointed by the stockholders of the Boston and Worist the period, we believe, designated in the law, at which a reduction may be made. which a reduction may be made.

Montreal is taken from the American Travellerand this statement, low as it is, is higher on some part of the route than the reality. From New York increasing its business and income. We shall be to Albany the fare, or charge for passage, is only 25 truly gratified to chronicle its entire recovery from cents! and a good berth included, only 50 cents!! its embarrassments, as well as its having undergone

Correspondents will oblige us by sending in their presume the Traveller is, as it is always, quite at | and will be, a source of great prosperity to the peo home in such matters.

"CHEAP FARE .- Persons travelling now-a-days rewards. can go almost for nothing:

From New York to Albany, 150 miles per and packet boat thence to Whitehall, 77 From Whitehall to St. Johns by steamboat, 150 miles.... From St. Johns to Laprairie, by railroad, 15 9 miles.... 0 50 Total, 401 miles .....

#### WARMING AND VENTILATING BUILDINGS.

We ask the attention of our readers to the following card; and bespeak for the gentlemen, whose names are attached to it, an examination of their mode of operations by those who desire to introduce a superior and economical system of warming and ventilating buildings.

JORDAN L. MOTT AND JOSEPH CURTIS-Offer to ing of hospitals, almshouses, prisons, churches, hotels, factorics, ball and court rooms, dwelling houses of the first class, as well as those built for many families, (also, chimneys that smoke during variable winds,) ships' cabins, steam and canal boats, railroad cars and privies.

Orders received, and exhibitions of our means of operating, are to be seen at No. 264 Water street.

The editor of the Portland Advertiser has the following, headed "facts for railroads:"

"The Troy Daily Whig says-' passengers who left Montreal on Monday morning, by the Francis Saltus, reached this city in time for the Albany on Tuesday morning.

"Twenty-four hours from Montreal to Troy—36 hours to New York. We will put them through from Montreal to the ocean in ten hours."

UTICA AND SCHENECTADY RAILROAD COMPANY. At an election for directors of the Utica and Schenectady Railroad Company, held on the 2d inst., the

nectady Railroad Company, held on the 2d inst., the following persons were elected:
Erastus Corning, Albany; Nicholas Devereux, Utica; Nathaniel S. Benton, Little Falls; Alonzo C. Paige, Schenectady; John Townsend, Albany; Lewis Benedict, do.; James Hooker, Poughkeepsie; Thomas W. Olcott, Albany; Marcus T. Reynolds, do.; Gardner G. Howland, New York; J. Phillips Phœnix, do.; E. T. T. Martin, Utica; Livingston Spraker, Montgomery county.
Erastus Corning was unanimously re-elected pro-

Erastus Corning was unanimously re-elected president, and Gardner G. Howland, vice president of the company.

#### BOSTON AND WORCESTER RAILROAD.

At the annual meeting of the stockholders of the Boston and Worcester Railroad, on Monday afternoon, the following gentlemen were chosen to be directors for the ensuing year: Nathan Hale, David Henshaw, Daniel Denny, Eliphalet Williams, Na-thaniel Hammond, John Hathaway, Abraham T. Lowe, Benjamin F. White, Samuel Greele.

A vote passed at a special meeting of the stock-holders of the Western Railroad, proposing a union of the two companies, and appointing a committee investigate the subject—to confer with the committee of the Western Road, and to report on the whole sub-The following statement of cheap travelling to for the purpose.—[Bost. D. Adv.]

#### HOUSATONIC RAILROAD.

This road appears to be steadily and at a fair rate From Albany northward we are not familiar, but permanent repairs, so as to become what it should,

ple of Bridgeport, whose public spirit descroes rich

	The receipts of the Housatonic Railroad were in	a
)	April, 1844	0
		-
	Increase in 1845	3
	1849\$ 92,137 29	2
1	1843	3
)	1844	5
)	it safe to assume that it will cover expenses and in- terest upon its debt of 7 per cent., leaving a net bal-	
3	ance of 5 per cent, on the capital stock. Eighty-four per cent, of the business is said to be local, or way	r

CANAL TOLLS .- The total tolls received to the 22d May, have been as follows:

1844. April 18 to May 23, April 15 to May 23, 34 days. 37 days On all canals, Alb'y & W. Troy, (up-freight,) \$501.085 \$515.842 166,980 156,456 All other offices (on

334,105 down-freight,) 359.386 The daily average of the receipts in each year, for the time given, is as follows: On all canals, \$14,737 \$13,941 On up-freight, 4,228 4,911

On down-freight, 9,826 9,713

This shows that the decrease, equal for the 37 days to \$796 per day, is on up-freight or merchandize, \$683 per day, and on down freight, \$113 per day.— Albany Argus.]

REDUCTION OF TOLLS.—We learn that at a meeting of the board of the Susquehanna and Tide Water Canal Company on Thursday, the following rates were established as tolls on iron through the canal: On bar, rolled, slit and ham-mered iron, and also on

nails and spikes, .......... 75 cts. pr ton of 2000 lbs. On castings, blooms and an-...50 do. do. do. -[Baltimore American.]

#### THE COAL TRADE .- SCHUYLKILL VALLEY.

The demand for coal is increasing, and the red sh dealers are doing an unusually early business.

The business by railroad is still rapidly increasing, the shipments by that avenue, this week, reach 16,748·14 tons. Sent by railroad from Pottsville and Port

BY CANAL. 
 From Pottsville and Port Carbon—total.
 36,984:65

 From Schuylkill Haven—total.
 7,540:14

 From Port Clinton—total.
 12,006:46
 

#### LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co. 36303

Summit mines, Room run do., Beaver Meadow railroad and coal co., -1060546908 15264 From Penn Haven-Hazleton coal co. 13286 From Rock Port-Buck Mountain coal co., 4023

MINERILL AND SCHUYLKILL HAVEN RAILROAD-

MOUNT CARBON RAILROAD-total tons ..

South Ferry, at 81, and the depot at Brooklyn never or seldom travelled before, are sure at 83, A. M.; and returning, leave Boston to patronize a railroad, when passing near at 6 A. M., for New York, via Norwich and them, if it is managed on anything like an Worcester railroad, daily, Sundays excepted; accommodating or liberal plan; but when lately evinced by the appointment of a sefare through, \$3 25-in second class cars, their interest and convenience is disregarded, \$1 88.

This is certainly a very acceptable reduction, both in time and expense, to those who travel, and must induce many who pass from lyn has added greatly to the capacity and via New York, and the Long Island railroad, ral provision for their accommodation-they at less expense, and at as early an hour, as will do it if they are wise, they must do it if by the Western railroad; unless there is a they would succeed and pay good dividends. night train from Albany over that road.

This company has overcome many difficulties, in carrying their road through to Greenport; and have some others yet to surmount, none, however, that may not, by a conciliating and liberal course, be gradually removed. But to do this, and make the local business of the Island-which, after all, is to be the greatest source of revenue-contribute its full share to the income of the road, there must be an accommodating spirit towards the inhabitants, and a desire evinced roads. to consult and promote their convenience and interest. There should be at least one daily train through to Greenport; or the Boston train should take up way passengers from all the principal -yes, from all the stations on the line-which might, we should think, be done in less than one hour additional time. It is quite as important for some people to come to the city on Tuesday or Thursday, as for others to come on Monday, or Wednesday, and for others to go from the city on a fishing or hunting excursion, or return home on Mondays, Wednesdays and Fridays, as on Tuesdays, Thursdays and Saturdays, therefore it is the duty ly kept in view, was to encourage perma--inasmuch as the railroad has driven the nent residents along all parts of the line and stages off the roads—as well as the interest the surrounding neighborhood. of the company to accommodate them; and they must do it too, or they will have an op- though very few passengers, indeed, have position line of stages on some parts of the been conveyed after 6 o'clock, P. M., dur-Island, to accommodate those people who ing the winter, and many of the trains have cannot conveniently go on the alternate run without a single passenger. days; and if the stages are once started, they will be sustained. And it will be found in this case, as in almost every other, the the district of Dalkey and Killiney, to which true interest of the company so to arrange we have alluded, for building operations on people in Baltimore and Washington comtheir hours, trains and speed, as to afford the a very large scale. It is a striking evidence plain, that of stopping the midnight mail greatest accommodation possible, at the lowest remunerating rates of fare and freight. the proportion of expenses and income, nant at the action of the Baltimore and Phi-It is a peculiar feature of railroads, that they that the average number of passengers in ladelphia railroad company, and declares create their own business: even where very each carriage has been under four.

LONG ISLAND RAILROAD ROUTE TO BOSTON. little existed before, a brisk business will Passengers by this route leave New York, grow up along their line, and people who they are not slow to find it out, nor to put counteracting influences in operation.

The completion of the tunnel at Brookone city to the other, to take this route; and convenience of doing business at this end of even travellers from west of Albany, who the road; and we now hope to hear from the reach that city before 7 P. M., and desire farmers and others on the line of the road, to go to Boston direct, may now arrive there that the company has made ample and libe-

> We would call the attention of the directors to the following extract from the report of the Dublin and Kingstown railway. It is evidently the true policy to be pursued by the managers of railways from large cities into the agricultural districts. They should "endeavor to create a traffic, and increase it to the greatest extent, by affording to the public the utmost possible accommodation, and at very low rates." Here is the great secret of paying nine per cent. dividend on short

when speaking of the various causes of their quired than usually falls to the lot of one eminent success, and which enables them to make a dividend of nine per cent., that

tion to it, as it has grown out of that system operation. which you have long since sanctioned, and which, after much discouragement, has led to such gratifying results in the management of our undertaking, namely, that of endeaand at very low rates.

"One great object which we have steadi-We have therefore continued to run the Dalkey trains every half hour, up to 9 o'clock at night, alling these complaints, asked whether those

"We are, however, confirmed in our conviction of the soundness of this policy by the preparations which are now being made in of the disadvantageous manner in which from Philadelphia to Baltimore. The Union

"Notwithstanding these apparent discouragements, our confidence is unshaken in the ultimate, complete and entire success of the atmospheric system, and a highly gratifying evidence of the extent to which public attention has been directed to it, has been lect committee of the house of commons, consisting of some of the most distinguished members, to enquire into the system.

Now we ask, if such a system has been so exceedingly successful in the vicinity of Dublin, would it not be equally and even more successful in the vicinity of New York and Brooklyn, if adopted and carried out with a spirit of conciliation and mutual interest? Let the attempt be made, and we shall, at no distant day, seldom find Long Island railroad stock in the market—at any price. It will be too valuable to be handled in Wall street often.

#### THE UNITED STATES MAIL AND THE RAILROADS.

We find the following very just remarks in the United States Gazette, in relation to the complaints of the post office department that the railroad companies are 'monopolies,' and that they are unreasonable in their demands for transporting the mail. It has become quite fashionable for many people to speak of associated enterprizes, or incorpor-The directors say in their last report, ated companies-where more capital is reman-as "monopolics;" or that these associations enjoy advantages for which they "There is one of those causes so peculiar, render no equivalent, and that the people are that we desire especially to call your atten. not equally benefitted by their successful That such remarks should be heard from some quarters is by no means surprising, but that intelligent practical business men should join in them is to us truly voring to create a traffic, and to increase it astonishing; and especially so in relation to the greatest extent, by affording to the to railroads which have done, and are doing public the utmost possible accommodation, so much to facilitate business generally, and especially in the transportation of the mails, but more especially in the economy of time -the poor man's capital-to say nothing about the reduced cost to the traveller. We have sometimes, when listening to, or readwho made them would be any better pleased if these "monopolies" were to be struck entirely, and at once, out of use!!!

#### "THE POST OFFICE DEPARTMENT-RAILROAD COMPANIES-JUSTICE AND MONOPOLIES.

"The Union intimates that the postmaster general will correct the evil of which the that there was an agreement for two mails

if the company think to extort more, they but we do protest against this habit of the tained by two suspension rods of iron, shaped will be disappointed, as the postmaster gene-department, of seizing upon the facilities of like stirrups, and mounted on small cast iron ral has no authority to add another dollar to railroad companies, without regard to the saddles resting on the wire cables, which the compensation, whatever may be the ex- immense cost of construction, and the con- form reversed arches from pier to pier; and

tra labor performed.

ral desired to have another mail at midnight, sults, without being interested in, or caring (not at 10 o'clock, P.M., as the Union says) for the means by which the end is obtained." and the railroad company tried the experiment, but found that passengers would not travel at that hour, and the price for carryline. No contract, we imagine, has been at Pittsbugh, from the Baltimore American, broken—no faith violated. The truth is, the because we do not receive the Pittsburgh Gadepartment has been, for a long time, managed without that enlarged view of usefulness that once distinguished its administra. because we have not, as we had reason to tion, and occasionally to achieve a little expect, received a full description from the ground. existing evils, some sudden scheme of use- complete the work, in a manner so satisfacof the mails, or some unusual facility and tory to those interested and to be benefitted multiplication of means. But while the de- by his efforts. The American says, that partment is planning and sceking to execute plaints of the disappointed, and then attempts in the Pittsburgh Gazette of Saturday:" statutes, of private enterprize, and that in the pen of Mr. R. himself. dividuals would run a mail from New Orleans to Portland, and take letters and news- of seven spans, of about 160 feet each from papers for half what the department charges. centre to centre—supported by six piers of Aggregate length of cable & We are not so ignorant as not to know that solid mason work and two abutments. The Diameter of cables, the department, with all its character of mo. trunk is of wood, 14 feet wide at the bottom, Weight of both cables, and safety, and it supplies the extremities deep, conveying an average depth of  $3\frac{1}{2}$  feet weight of water in added, 1704 tons. with correspondence. But then we also of water. The sides and bottom are formed know, that the monopolies of which that de- of a double course of  $2\frac{1}{2}$  inch plank, laid di "We hear it said that he has made little

a day, and that the full price was paid; and nor does it concern us much at what hour; four feet apart; each pair of beams is sus-"Now every body knows that there are if twice the service agreed on is not perform- dip considerably, the small saddles are pretwo mails a day between Baltimore and Phi- ed, appealing to popular prejudice against vented from slipping by connecting rods, the ladelphia. One leaves the city at 8 o'clock, monopolies, and sustaining itself by the si- first of which is attached to the saddle .-A. M., and the other at half past 3 o'clock, lence of those who are indifferent, the clamor There are but two cables, of 7 inches diam-P. M. But it seems the postmaster gene- of those who are only concerned in the re-

#### THE SUSPENSION AQUEDUCT.

We take the following account of the suszette, in which it was first published, and

these schemes for its own credit, it has no the Pennsylvania canal is carried over the tify them, it hears for a short time the com. the following account of this bold enterprize

member that it is itself a great monopoly, before the Philomathean Literary Institute. and prevented from slipping. existing to the total suppression, by special This, we infer from its particularity, is from "The following table will s

"The wire suspension aqueduct consists

tinued expense of maintenance; and then, where the cables are strongly inclined, or eter each, suspended at the two sides of the wooden trunk. Each cable consists of 1900 lengths of wire of 1 of an inch thick, and possesses an aggregate strength of over two millions of pounds.

"The two cables together are competent ing the mail would not pay for running the pension aqueduct, over the Allegheny river to sustain a weight of more than 2000 tons. The oxidation of the cables is prevented by durable varnish applied to each separate wire, in addition to which they are protected by a solid wrapping of annealed wire, well painted. The cables do not extend under Their extremities connect with temporary popularity, in order to hide long gentleman who has been so fortunate as to chains which pass under ground, and are anchored to large metal plates, covered with heavy masses of masonry, the weight of which resists any pressure of the chains. The chains are made of the best boiler scrap "This important and novel work, by which iron, each bar being forged in one piece without a weld. The links composing the chains disposition to compensate those who do the Allegheny river from the city of Allegheny average four inches, by one and a half inch, extra work; and after exciting expectations, to that of Pittsburgh, is at length completed and are from four to twelve feet long. All and finding itself unable to continue to gra. and about to be brought into use. We find the masonry forming the anchorage has been laid in cement and mortar, and the iron is embedded in cement. The preservation of to throw the censure upon railroad compa- The new structure is the only one of the the chains under-ground is rendered certain nies, that are denounced as monopolists, ex- kind in the United States, and, we believe, by the known property of lime and cement tortioners, etc. Now let the postmaster ge- in the world. After many attempts had to prevent oxidation. If moisture should neral run a mail between any two great cities been made to repair the rickety old concern, find its way to the chains, it will be saturof the Union, at whatever hour he may say, the city (the canal commissioners refusing ated with lime, and add another calcareous and he will be sure to find some persons particularly gratified with the arrangements; and if the existing lines are not disturbed, none will complain. But to do this extra work demands extra means. A line of cars, as new. A number of models were sent in, and add another calcareous and abuttonian to do it) concluded to rebuild, and issued coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the iron. On the piers and abuttonian the calcareous coating to the calcareous or boats, or stages, between Philadelphia and and after a long and laborious examination, which fit into corresponding recesses of the Baltimore, cannot be run without a conside. that of Mr. John A. Roebling was adopted, casting. The cable is then pressed down by able expense. When men or departments and the present splendid monument of his three sets of strong wedges, which are dritalk of monopolies, let them think what were genius is the result. We have taken the lithe means of conveyance before that mono- berty of extracting a minute account of it sides of the saddle. By this provision the poly existe l. Nay, let the department re- from the appendix to Dr. Upfold's lecture cables are firmly connected with the saddles

"The following table will show the principal weights and dimensions of the structure : Length of trunk of the aqueduct, 1,140 ft.

" cables, 1.175 ft. Aggregate length of cable & chains, 1,283 ft. nopoly, is a great good, that it gives sanction and 161 feet at the top, with its sides 81 feet Total weight of water in aqueduct, 1764 tons.

partment complains, are of immense, incal agonally, the two courses crossing each other or nothing by the contract; however this culable public benefit; that they convey at right angles so as to form a solid lattice three times as rapidly, and three times as of- work of great strength and stiffness, suffiten, passengers and packages, as could the cient to bear its own weight and resist the ly, an ample return in a pecuniary sense. old means; and, moreover, by their very ra. effects of the most violent storms. The His next contract is for the Monongahela pidity, insure the safety which was guaran. whole of this trunk, with towing and foot bridge, which is also to be on the wire susteed by the establishment of a post office de-partment. We do not care how frequently on strong beams placed transversely to its the mail is conveyed between city and city, sides, and arranged in pairs at a distance of handsome thoroughfare across that stream." We find in the Tribune the following statement: NEW YORK AND ERIE RAILROAD.

"The following statements in relation to the cost of this road, its connection with tributary works, and its probable productiveness, are prepared for the in-formation of those who may become subscribers te the capital stock.

1. OF THE COST OF THE WORK.

The cost of a single track, with heavy rails, from the Hudson to lake Erie, the State loan being relinquished, will be represented by......\$8,100,000 Stock of comp'y heretofore issued 1,500,000 

Estimate for outfit of engines, cars and other furniture......1,000,000

Bonds to be issued for......3,000,000

Equal to \$20,200 per mile, the length being 450 miles.

If under the provisions of the recent law, the old stock should be exchanged for new, then this sum ....\$9,100,000 out. 750,000 would be subject to a reduction of about.

In which case the road would stand the stockholders in . . . . . . . . . . . . . . . . 8,350,000 or \$18,500 per mile

Cost as compared with other important and productive railroads, with heavy rails and adapted both to the transport of tonnage and passengers:

Length. Cost per mile. Camden and Amboy railroad, 61 miles ... \$52,458 Boston and Worcester do. 44 do. ... 66,229 Worcester and Albany do. 156 do. ... 49,270 Norwich and Worcester do. 66 do. ... 32,826 do. 34 do. . . 60,000 do. 94 do. . . 100,600 Reading Baltimore and Ohio do. 188 do. . . . 40,550 Baltimore and Wash. do. 38 do. . . . 47,368 Balt. and Susquehanna do. 50 do. ... 51,724

Of these the two first mentioned, and the Reading, have a double track.-The average cost per mile of the whole of these together is \$55,600.

to Buffalo, as stated in the comptroller's that on the Boston and Albany line last late report, cost an average of \$30,700 per year, yielding \$3,174 per mile, the result mile, though, excepting the first 16 miles, would be of net receipts \$1,428,300, which furnished only with flat bars.

It is apparent, therefore, that to the stock. holders, the cost per mile of this road will be less than half that of the principal works of similar character. - Even those in the above list which have but a single track, making together over 500 miles, cost on an average but a trifle less than \$42,000 per mile.

The cost of this work, including the proceeds of the state loan, and the whole amount of the old stock, will not exceed \$26,000 per mile, completed and furnished.

If to this be added a reasonable estimate of the lands gratuitously ceded for the roadway, and for stations, depots, and other purposes, equal to at least \$2500 per mile, the total value of the investment is equal to Old stock...... \$29,500 per mile, or 40 per cent more than its cost to the stockholders at \$20,200 per mile as first stated, and over 50 per cent. more than its cost at \$18,500 per mile, as stated in case of a reduction of the old stock.

This statement may reasonably satisfy those who have imbibed erroneous impressions upon the subject, that the funds heretofore employed in the construction of this dently applied.

A statement derived from official docu-should only be equal to the average net ments, of the prices paid on several import- earnings of the road from Albany to Boston ant public works in progress at the same the results would be as above stated. time in this and adjoining states, conclusively shows that the prices paid on this work were earnings at \$1,343,500, about 1 per cent. on lower than on those works by a per centage the cost less than the result of the above varying from 25 to 80, and in some items comparison with the line from Albany to even more.

the facts as to what has been done, the products, or business, on the route during character of the work performed, and the the time to elapse before the completion of prices paid, have no hesitation in challeng- the work, or for travel and traffic to and ing a comparison of this with other works, from the lakes, or for transporting the mails. and believe it may be safely affirmed that no They also guardedly avoided allowing all similar amount of expenditure on other publithe advantage which is likely to result in lic works has produced an equal amount or respect to profits from the great length of value of results.

The cost of the eastern division of the road from Piermont to Goshen was \$29,000 road, are in contemplation or completed: per mile, that is, exclusive of the outfit and of the pier, docks, &c., which are constructed not for this division merely, but for the whole road, and cost about \$220,000.

-IN RELATION TO THE PRODUCTIVENESS

of the work when completed.

It may be advantageously compared with the railway extending from Boston to Worden to Worden Boston Boston to Worden Boston to Worden Boston to Worden Boston to Wor cester, and thence to Albany, 200 miles, 7. Chenango canal.........97 which together cost an aggregate of \$10,-600,280, averaging a trifle more than \$53,000 per mile. The rails are of heavy iron, and there is a double track from Boston to Worcester, nearly one-fourth of the whole Aggregate distance on this road... distance.

The net earnings of the entire line in 1844 amounted to..... Equal within a fraction to 6 per cent. on the entire cost. The net income per mile averaged.....

Supposing the business on this road should The line of roads extending from Albany only be equal in proportion to its length to is over 17 per cent. on \$8,350,000, the cost in round numbers of this work, with its fixtures and equipment at \$18,500 per mile.

> If the addition of a double track on this roud for a like proportion of the distance, as on that from Boston to Albany, be allowed for at the rate of \$10,000 per mile, amounting to about \$850,000, and making the total net earnings as above stated, would be equal to 151 per cent.

> But since the cost of this work to the company as stated, viz: \$8,350,000, comprises Of existing debt.... Bonds to be issued .....

Stock for the construction .... \$3,000,000 

8,350,000 It results that the net income as above sup-216,000 amounting yearly to .....

and leave a balance of .... equal to 251 per cent. (\$1,211,250) on 4,750,000 of Middletown.

If, therefore, the business of the road mination, from which the rails have been work have not been squandered, or improvi-should, in proportion to its length, or in removed. other words, if the net earnings per mile 4 miles single track near Corning.

The late Board estimated the annual net Boston. They, however, allowed nothing Those who are intimately acquainted with for any probable increase of inhabitants, the road.

The following works, tributary to this

Distance of point Character of the work. Length of intersection in miles. from this city. 1. R. R. from Albany to some

point near Goshen,....90
2. Do. Utica to Binghampton.85 65 miles. 200 3. Do. Ithaca, connecting with Cayuga lake......38 950 320 320 " 340. 66 220 66 8. Chemung & C. Lake canal.100
9. Genesee Valley canal.....120 320 400 Total length of these tributa-

.....750

Besides the above, other branches are in contemplation, and likely, at no distant period, to be undertaken, sufficient to extend the lines of tributaries to 900 miles, or 3,174 double the length of the main trunk, and the number of miles of this work to be passed over by them to more than 3000.

> A glance at this statement cannot fail to produce conviction that the business of the main trunk, both in passengers and tonnage, must be greatly augmented by the intersecting railways and canals referred to, and especially in the case of the railways in the winter.

Let any one consider the probable yearly travel and traffic to and from Buffalo, passing, including the distance between this city and Piermont, 340 miles, on this road; cost as above stated, \$9,200,000; then the and add to it that from Canandaigua, 320 miles, that from Ithaca and the steamboat route on Cayuga Lake 250 miles, and that from Utica 200 miles, and consider what proportion of the business which is to support \$600,000 these roads, and make them profitable as 3,000,000 independent works, is thus to pass over this main trunk 3, 4, or 5 times as many miles 4,750,000 as on them, and he must conclude that they will very essentially augment the profits of this work.

#### THE PROPERTY OF THE COMPANY CONSISTS OF

64 miles of Railway finished, viz.: 53 miles in operation from Piermont to

7 miles double track at the western ter-

177 miles of roadway ready for super. structure, on about half of which the bridges are complete.

40 miles nearly prepared for the superstructure, and other portions commenced.

Timber for 250 miles of superstructure, and a large quantity of timber for piles, cross ties, bridges, &c.

road, and grants of land for the most important depots and stations.

Permanent settlements with the owners of road.

Surveys, maps, &c., of the whole line of the road, and final locations of 350 miles. Locomotives, cars, &c., on 53 miles.

Pile driving machines, earth cars, engines. tools, and stock in machine shop, chairs, and other castings.

Cost under the present laws, \$1,350,000. The net income of the eastern division for the current year is estimated at \$60,000.

It is sometimes amusing to read the arguments, or assigned reasons, in railroad controversies, for and against particular routes. The advantages of railroads are now so highly estimated, that it sometimes occurs that very candid and honorable men allow their fancy or their interest to place themselves or their rivals in an awkward or ridiculous light. Standing, as we do, in a position uninfluenced by local projectslooking, as we desire, and intend, upon every individual work as a link in a vast system—we are often amused by the controversies carried on between parties interested in rival lines. The following extract from a long communication in the Rutland Herald, signed "Mount Holly Gap," is of this class :-

Vermont Railroad.—The arguments used in Western Vermont in favor of the route, via Mount Holly Gap, are-

1st. That it would open to the Boston Otter Creek, that now do their business at New York.

2d. That Western Vermont abounds in iron, marble, slate, manganese, and other articles not found on the central route.

3d. The population is greater to the square mile, on the western side of the mountains,

Pier, docks, machine shop, &c., at Pier-is generally at an average of four feet deep, the Boston and Burlington road, thus giving and remains, as a matter of course, longer on the ground than on the western route.

The logic of the Vermont Watchman, in favor of the central route, would be, 1st, The road would pass in sight of a splendid State House, surrounded by lofty mountains, which render the scenery picturesque, awfully grand, and sublime. 2d. That the central route is peculiarly adapted to applying The right of way for 325 miles of the the motive power to runners on the bob-sled principle, thus avoiding the necessity of purchasing that expensive item in the construction of ordinary railroads, railroad iron at adjoining lands for erecting and forever the present high prices. 3d, That the curves maintaining the fences on 220 miles of the on the central route, like the Mississippi river, winding to all points of the compass, like traverse sailing on the ocean, would facilitate the onward course in a head wind; while with adverse winds, no alternative would be left, but to pull the tap at Rutland, run to the quarantine ground at New-York, via Whitehall and Saratoga, and there to ride until the Boston health officer arrived with a certificate of All Well.

We can assure those interested in these apparently rival routes, that it is hardly worth their while to expend their ammuwill ere long be convinced that both routes are exceedingly favorable for a railroad, and that both are sure to be built within a very few years. There cannot, it seems to us, be a doubt in the mind of any well-informed man, that there will be a railroad from Bosseen on referring to the map, that a road via Rutland encloses a large section of the most productive part of New England, which now trades with New York. Is it to be supposed that Boston will leave this rich field out of her fold when she is cutting the ditches and erecting the barriers to turn the current of business to her doors? Not so, tral route is not built; but it will be builtand Boston will also contribute liberally to market a section of country bordering on its construction, because it will be a good try, not only rich in agricultural products, and sure basis. but possessing vast manufacturing resources, which has been always tributary to her.both lines.

than on the east. And that the grand list of the western counties is larger in proportion to the population and extent of territory, than that of the counties bordering on the central route.

The construction of both these lines, however, will not secure to Boston the whole trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the trade of that region, by a long way—as the directors have no hesitation in warranting the manufacturers have no hesitation in warranting the manufacture.

Tool have the construction of both these lines, how ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting the manufacturers have no hesitation in warranting the manufacture have a long way—as the manufacture have a long way—as the manufacture have a long way—as the snow more than six inches deep, while the road,—or more properly the New York and

a choice of markets.

It may be said by some, that we are wild in our views, and visionary in our anticipations. Well, then, let it be so said-that will not prevent the rapid extension of the system, nor the construction of lines of railroad over natural routes, any more than the disbelief of many intelligent men in this city and state prevented the construction of the Erie and Champlain canals.

Non-reduction of Fare on the Rail-ROAD BETWEEN WASHINGTON AND BALTI-MORE. - We have noticed for some time past intimations through the press, that, contrary to general and reasonable expectation on the part of the travelling public, the Directors of the Baltimore and Ohio Railroad Company have determined not to reduce the fare of \$2 50 per passenger, now charged to travellers on the Baltimore and Washington branch. Having made some inquiry upon this subject-one of great interest to the travelling public-we regret to learn, from a source entitled to respect, that, although there has not yet been any action nition in efforts to disparage either -as they by the Board of Directors, it is thought there will be no reduction of the fare between Washington and Baltimore. Now this, we take leave to say, will be not only a sore disappointment to the community, but a public grievance, the rate being now so much above all other rates of travelling by railroad in various parts of the Union. It is ton to Burlington, via Rutland. It will be a fact, that persons can now travel from New York to Boston for \$3; and we have lately seen it advertised that persons may travel from New York to Montreal for a like sum! Now, it is most unreasonable as well as impolitic, on the part of the Wash. ington and Baltimore Railroad Company, so we conceive, that they should charge so much higher than the rest; and we still indulge the hope that the Directors will make the expected reduction to take effect rest assured: therefore this line will receive from the first of June. If this be not done, largely of her liberal aid-even if the cen-the Railroad Company may expect that travelling by the cars between this city and Baltimore will greatly fall off, and that an impetus will be given to the excellent line of stages now running between the two investment—as it will open a region of councities, which will place them on a permanent

DATENT HAMMERED RAILROAD, SHIP We have not a doubt of the construction of Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any torm

snow more than six inches deep, while the whole line of the central route (which is twenty-eight miles longer than the western)

Toy road, as it will actually terminate at Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

PROGRESS OF RAILWAYS.

The following remarks in relation to the Chester and Birkenhead railway will apply equally well to almost every railroad, either in this country or in England; and we know of no better mode of illustrating their steady advance than by giving similar statements of their comparative receipts during certain

periods of each succeeding year. "Nothing can be more conclusive," says the editor, "of the steady advance of railways, and the increasing favor which they meet from the public, than an unbiased review of their relative receipts for merchandize and passengers, during two or more distinct periods. As the census of a nation portrays at once its progress or decline, and the wealth of its commerce, as either enhanced or depreciated, so the statistics of a national undertaking may fairly be consulted as a criterion of its success. It is in taking the comparative increase of our several lines that we have, from time to time, presented a cheering account of the present position and future favorable prospects of railways generally, and we now furnish a few succinct and plain statements, respecting the progress of one line, not in itself of any great importance, as connected with enormous traffic, or immense through communication, but one of the minor projects, whose revenues are unaided by any impulse, but that of steady and sterling utility, and, therefore, a more satisfactory test of the general value of similar undertakings. The Chester and Birkenhead railway has a total number of 16,500 shares, 5,000 being original, at a price of 50%, and issued at par; 5000 half-shares at 25l. each, issued at 20l.; and 0.500 new 50l. shares, issued at 17l. The 9,500 new 50l. shares, issued at 17l. first are now in the market, at somewhat a shade better than par; the second at a premium of 4l., and the last are quoted at no less than 44l. We will now consider how far the success of the undertaking has hitherto warranted this favorable quotation .-From the 1st of January to the 30th June, 1843, the number of passengers on the line had been 99,782, paying an amount of 99151. 19s. 9d. From the 1st January to the 30th June, 1844, the number of passengers had been 126,055, and the amount paid by them 11,341/. 5s. 7d., being an increase in the six months of 25,273 passengers, and 1425l. 5s. 10d. During the latter period the capital account presented an amount of disbursements of no less than 518,989l., including 135,792l. for land and compensation, 209,-957l. for works on roads, and nearly 200,-000l. for parliamentary, law, and engineering expenses; while the revenue account Sd. for various incidental expenses. To meet these heavy preliminary demands, 514, 5351. 18s. was raised by calls on the three several classes of shares, by mortgages, premiums, and loans, and a deduction of 21, 3181. 5s. being made from the debt account for the sale of lands, and materials, and for the discharge of a turnpike bond, the original expenditure was reduced to 497,6711. showed a further disbursement of 8732l. 9s.

9s. 4d.—leaving 16,914l. 8s. 8d. in favor of of the water trap, the heated water passes the company on the capital account, and along and ascends through a series of reber of passengers had been 147,6181, being warmed." an increase of 21,5631, and an amount of ceeding half-year of 26,387 passengers, and the manner set forth."-Jour. Frank. Ins. 1925l. 0s. 8d. the amount they paid, 0.25.
9s. 7d. for merchandize, 122l. 17s. 6d. for mails, and 2567l. 7s. 9d. on the total receipts.
To the amount of 15,109l. 17s. 8d., is also to be added 81l. 3s. 5d. for rents, etc.; giv.

W. R. CASEY, CIVIL ENGINEER, NO. 25.
veys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machine and of railways and of railways rand of railways and of railways rand of 1925l. 0s. 8d. the amount they paid, 519l. the expenses being only \$238l. 18s. 7d., pre- ing to public works. sented, with the balance of the preceding half-year, a surplus of 7833l. 3s. 8d. in fa-vor of the company. Of this balance, 5906l. bers have for sale Am. and English bar iron, of all 6s. has been allotted for the payment of in-terest, being at the rate of 10s. per 50l. share terest, being at the rate of 10s. per 50l. share and 5s. per 25l. share. We have now given these statistics in detail, because they present a very useful illustration of the advantages of the system, as contrasted with its preliminary difficulties, eventually overcoming them, and gradually, but steadily and satisfactorily, evidencing prospects of permanent future success.—Mining Journal.

HEATING BUILDINGS WITH HOT WATER.

We take it for granted that every oneeven railway proprietors, have an interest in all improvements designed to render dwellings or other buildings comfortable in winter-although to economise fuel may reduce transportation on some of our railroads; are found superior to any ever offered in market. therefore we give place to the following description of an improvement in the apparatus for heating buildings with hot water, by Benjamin Blaney, Boston, Mass. :

This is for an improvement in the method of heating air for heating buildings, by the circulation of hot water through a

4515l. 16s. 6d. on the revenue account. - curved pipes, contained in an air-heating Out of this a dividend was declared of Ss. 6d. chamber, and from the lower part of these per 50l. share, and 4s. 3d. per 25l. share; it again passes into the lower end of the but 5s. 3d. being due on each of the new boiler, and is thus kept constantly circulat-50% shares, the amount paid was only 3s. ling while ever a fire is maintained in the 3d. per share, requiring a sum of 4406l. 5s. furnace. The whole apparatus is to be conwhich, deducted from the surplus, left a bal- tained within a suitable chamber, made perance in hand of 1109l. 11s. 6d. Such was feetly close, excepting where provision is the position of the company on the 30th of made for giving access to the furnace, and June, 1844, having for the half-year then the opening or openings made for the ad-first ended, carried 126,055 passengers, receiving an amount of 11,341l. From that be heated, for the purpose of being conveyed date to the 30th of January, 1845, the num- through tubes into the apartments to be

Claim-" What I claim therein as new 13,019l. 9s. 2d.; being also an increase of is the manner in which I have connected nearly 2000l. The merchandize for that the boiler with the series of tubes or pipes, half-year had realized 1684l. 1s. 6d. and the through which the heated water is to circumails, 406l. 7s., presenting a total receipt of late, by combining therewith a box or vessel, 15,109l. 17s. 8d. For the corresponding which I denominate a water trap, into which period in 1843, the number of passengers the boiling water is to pass, in consequence had been 121,240, the amount for them 11,- of its ebullition, and through which, as well 0941. 8s. 6d.; merchandize, 11641. 11s. 11d.; as through the tubes connected therewith, mails, 283l. 9s. 6d.—in all, 12,442l. 9s. 11d. and through the boiler, said water is to cirshowing an increase in favor of the suc- culate for the purpose and substantially in

ing a gross receipt of 15,1917. 1s. 1d., while chinery, and of patent rights for improvements relat-

O RAILROAD COMPANIES AND MANsheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addres-

when the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa. ia45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent)

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Capital, \$2,000,000.
ROBERT SCHUYLER, Leq., Vice President.
J. WORTHINGTON, Esq., Treasurer. Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. JACKSON, Esq., Secretary.

					ter, about 9 tons. I his engine and lender are new,
Leave New York, foot of	DAIL	r.	SUNI	DAY.	and of the best materials and workmanship. If re-
Courtland street,	A. M.	P. M.		P. M.	quired, would be altered to a 6 wheeled engine.
For Newark	9, 11, 12	2, 3, 43-4, 6, 71-2			Also, 1 20-horse High Pressure Steam Engine.
" Elizabethtown	9, 11	2, 3, 43-4, 6			2 8-horse " " " 1 Upright Hydraulic Press,
" Rahway	9 11	3, 43-4, 0			All of which will be sold low, on application to
	9	3, 434			T. W. & R. C. SMITH.
Leave	6, 71-2, 111-2	834	11 1.9	819	Founders and Machinists.
New Brunswick	63-4, 7, 81-4, 12	434 914	11 1-2	0 1-2	May 12tf Alexandria, D. C.
Elizabethtown	7, 71-2, 81-2, 101-2, 12	3 1-2. 5			DAILROAD IRON AND FIXTURES. THE
Newark	71-2, 81-4, 9, 11	11.2, 4, 51-2, 7, 93-4	11 3-4	9 3-4	R Subscribers are ready to execute orders for the
For New York.					above, or to contract therefor, at a fixed price, deli-
9 A. M. and 3 P. M.	to meet the Morris and Essex trai	ins, and 9 A. M. and 43-4	P. M. to	meet the	
Somerville train, and for					DAVIS, BROOKS & CO.,

Somerville train, and for Philadelphia.

#### TABLE OF DISTANCES AND FARES.

	New	York.	Nev	wark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York Newark Elizabethtown Rahway New Brunswick	9 1-4 14 1-2 19 3-4	25 31 1-4 31 1-4	5 1-2 10 1-2	12 1-2 25	5 1-2	12 1-2	10 1-2	25 12 1-2	22 1-2 16 3-4	50 50

### FRENCH AND BAIRD'S PATENT SPARK, ARRESTER.

NO THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invi-ted to examine an improved SPARI

ted to examine an improved SPARI-ARRESTER, recently patented by the undersigned.

Our improved Spark Arrester have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any nerectore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through overnings near its top from whence they fall by their own through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights or rights for one servers Stete executed.

ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonation.

ble terms Philadelphia, Pa., April 6, 1814. ** The letters in the figures refer to the article given in the Journal of June, 1844.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Millin manufacturing Spring Steel from 12 to 6 inches
Sites Towns, Farms, Wild Land, etc., surveyed.
Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES.
— REFERENCES.
— CO. James F. Baldwin. Civil Engineer. With great promptitude, at reasonable prices, and the Boston, Col. James F. Baldwin, Civil Engineer, with great promptitude, at reasonable prices, and the quality warranted. Address

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, ja45 j533 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

DAVIS, BROOKS & CO., 21 Broad st., N. York.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass castings of all descriptions.
ROGERS, KETCHUM & GROSVENOR,

Paterson, N. J., or 60 Wall street, N. York.

TICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

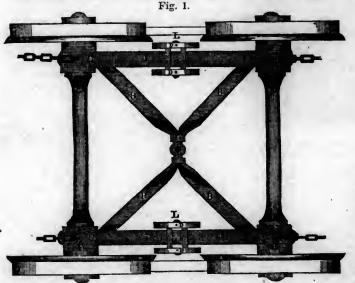
Working Models of the Safety Switch may be

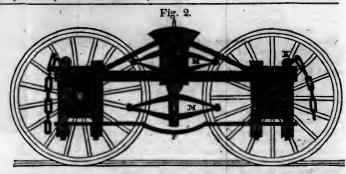
een at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descriptions. fron and Brass Castings of all descriptions.

DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All orders punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention:

Fig. 1 of the drawing above represents a top view or plan of our Improved Railroad Truck. Fig. 2 is a central, longitudinal, and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusses: they consist of two

Railroad Truck. Fig. 2 is a central, longitudinal, and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusses: they consist of two long bars of plate iron (about three inches wide by seven-eighths of an inch thick,) bent into the shape as seen in drawing 2. Each of them is placed distanced and welded, as seen in Fig. 1. The bars so composing what may be considered as side trusses and diagonal cross braces, R, which are united at their ends upon four pedestals, F, F, which receive the bearings or boxes for the axles to run on. Another flat tie bar, P, extends from the under side of one of the pedestals, A, B, C, and the pedestals, and on each side of the frame, and the whole is secured together by eight bolts, J, J, passing down through the ends of the several bars, A, B, C, and the pedestals, and on each side of the journals of the axles, O, O, in the positions represented in the drawings. From the above it will be seen that there are two bolts to each pedestal, and that this number is all that is requisite for the full security of the bars and pedestals together. The body rests and moves upon two sectional supports, D D, arranged on the sides of the truss frames, as seen in Fig. 2; they extend somewhat, or a sufficient distance above the truss frames, and are jointed at their lower ends by means of a bolt, L, which rests upon the top of the lower spring, M, which sirp laced within the truss frame, and rests upon the top of the bar, A.

Two bands, N, N, are passed entirely around the central part of each truss frame, the object of the same being to transfer the strain, or a portion thereof, of the spring, from the tie bar, A, to the arched bar, C.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than t

CAMBRIDGEPORT, April 1, 1845.

# AMERICAN RAILROAD JOURNAL,

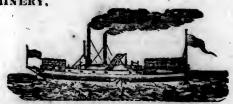
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AND MINES.

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PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 241

THURSDAY, JUNE 12, 1845.

[WHOLE No. 467, Vol. XVIII.

#### THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown,
N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown,
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DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G RALSTON & Co. Philad. Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia.

## KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS. is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and serious-ly injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

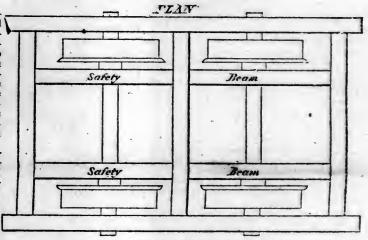
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

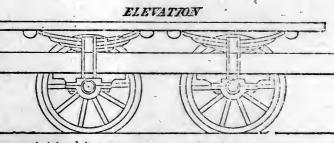
JOHN FRAZER, Agent,

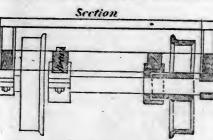
GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Vales, having obtained a patent in the United ates for his process of smelting Iron Ore with Anactic to coal, and holding an assignment of the part obtained by the late Rev. F. W. Geissenhainer, the prepared to grant licenses for the manufacture Lyon according to Mr. Crane's principle. scribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

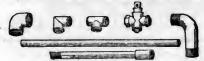
of Iron according to Mr. Crane's principle.
A. & G. RALSTON & CO.,
ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

#### PASCAL IRON WORKS.

#### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILI SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheanly at the works; and taken together more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald

apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68 497 source feet, with the following buildings. 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

Pattern snop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45±, feet true trips high, with a ched rout 45: 90 feet.

feet two stories high, with a shed part 451x20 feet containing a large air furnace, cupola, crane and corn oven.

Store house-a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following building the area of the line. buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., Finnadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders.

The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY. attention.

President of the Newcastle Manuf. Co.

terested in the works to which the same relate. Companies reconstructing their tracks now have an op-portunity of *improving* their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

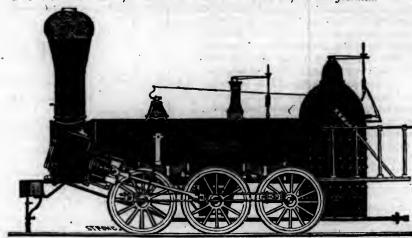
W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

#### NORRIS' LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke. 66  $\times$  24 66 2, 14 × 20 3, 66 44 6 " 141 46  $12\frac{1}{2}$ 66  $\times$  20 66 66 66 4, 66 × 20 66 66 " 66 115 5, 66 66 . 66 66 66 101 66  $\times$  18 6,

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. 'Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives. Tenders and Cars.

NORRIS, BROTHERS.

We find in the London Mining Journal, claims worth canvassing or recording. of 19th April, the following in relation to It says that,

"The claim to the projectorship of railpresent successful state, is contended for with as much energy as other inventions of son monopolised the entire credit; but lately his claims have been strenuously contested, than one competitor. The Scotsman newsdenies his title to being the promulgator of the idea, 'that locomotives might be made to travel at the rate of twenty miles an hour.' in its columns a series of articles in which nal. that opinion and the specific development of railway travelling was broached, and con. tends that, previously to that date, no public advocacy or defence of the system had appeared. Again, a pamphlet has lately been published by a Mr. Wilson, in which he warmly espouses the cause of a friend, Mr. Thomas Gray, whom he declares to have been, as far back as the year 1818, the great originator of the railway scheme. The pretensions of Mr. Gray certainly appear to us well founded, and even superior to any yet advanced; we have before us an address which he circulated in the great commercial districts of Manchester, Liverpool, Leeds, Birmingham and the metropolis, in the year above mentioned; and there can be no doubt but that in it he explicitly proposes the very same system of railway communication which is now generally adopted; its advantages, now tested by experience, he then prognosticated; he illustrated the benefits accruing, in a commercial, agricultural, and social view, by the application of mechanic power for the purpose of land conveyance, and he detailed the method of carrying out his propositions in a very elaborate work,

which passed through five editions. In this

more comprehensive publication, Mr. Gray

opened out his masterly and expansive sys-

tem, urged the establishment of one direct

trunk line throughout the country, and, at

intervals, diverging to localities whose con-

nection was indisputably desirable. Such

was Mr. Gray's theory in 1818, and such, after perceiving their own errors in neglect-

ing it, Sir. R. Peel and Mr. Gladstone, in

1845, pronounced the only correct principle.

This alone would establish the foresight and

We are inclined to believe that the late the first projector of railways for travelling. Col. Stevens, of Hoboken, N. J., was the earliest projector of railways for passengers. We are not sure of the date of his first pubway travelling, and its adaptation to inter-lication on the subject, but we find on page national and social communication in its 36 of the first volume of the Railroad Journal, a communication from him, accompasimilar magnitude have invariably elicited. nying a pamphlet of his, bearing date May For some considerable period, Mr. Stephen. 15, 1812, which sets forth, in his usually clear and forcible manner, the superiority of railroads over canals; not only for travel, if not shaken, by the rival claims of more but also for transportation of agricultural products, and other heavy articles of traffic. paper, in no diffident terms, asserts itself the first public expositor and advocate of the The claims of Mr. Stephenson are not dated; present railway system, and, without detrac- and those of the "Scotsman" go back only ting from the merits of Mr. Stephenson, as to the year 1824—and those of "Mr. Thos. a successful practical engineer, fearlessly Gray" to the year 1818—while the views of and matter, would not have occurred. But Col. Stevens were laid before Congress in May, 1812! full six years earlier than the It proves that in the year 1824 it published earliest claim referred to in the Mining Jour-

> We are not disposed to claim for a countryman, credit to which he is not justly entitled; nor are we willing to see him deprived of honors to which he has just claims; especially in a matter of such vast importance as that under consideration—a discovery which is to work greater results than almost any other of modern days.

That his claim may be fairly appreciated we re-publish, from the Railroad Journal of January 14th, 1832, the introduction to the pamphlet of Col. Stevens, explanatory of the system of internal improvement, which he, at that early day, conceived, and urged upon the General Government as a national work. How truly prophetic! or what far-reaching sagacity!! Few men have lived in this country who possessed equally accurate views of the rapid advancement and future greatness of these States.

. It is possible that other claimants may come forward, who can show prior claims: if so, it will then be time enough to give the early speculations of Col. Stevens on the subject, which we shall probably be able to do by the aid of his gifted sons, who probably have his papers, which will doubtless sustain his claims to even earlier period.

"DOCUMENTS TENDING TO PROVE THE SU-PERIOR AUVANTAGES OF RAILWAYS AND STEAM CARRIAGES OVER CANAL NAVIGA-TION .- N. YORK, T. & J. SWORDS, 1812."

THE RAILWAY SYSTEM AND ITS PROJECTOR. | ing to the honor; but the above are the only by Col. J. Stevens, of Hoboken, New Jersey, to the canal commissioners of New York, before a spade had been struck in the ground, for connecting lake Erie with the Hudson by a railroad in preference to a canal:.

> "INTRODUCTION. - The following documents, on a subject calculated, I should suppose, to attract public attention, are committed to the press from an estimation of their importance, and from a full conviction of the practicability of the proposed improvement. On a subject of such deep interest to the community at large, I presume no apology will be necessary for the liberty I now take of laying before the public private communications.

> "Had the subject matter of this publication been exhibited to public view in the shape of an entire, and connected essay, written expressly for the purpose, numerous repetitions and inaccuracies, both in style I am inclined to believe, that the desultory manner in which it is now handled, and the unavoidable repetitions necessarily resulting therefrom, will render it more generally im-

> " Although my proposal has failed to gain the approbation of the commissioners for the improvement of inland navigation in the State of New York, yet I feel by no means discouraged respecting the final success of the project. The very objections their committee have brought forward serve only to increase, if possible, my confidence in the superiority of the proposed railways to ca-

> "So many and so important are the advantages which these States would derive from the general adoption of the proposed railways, that they ought, in my humble opinion, to become an object of primary attention to the national government. insignificant sum of two or three thousand dollars would be adequate to give the project a fair trial. On the success of this experiment a plan should be digested, 'a general system of internal communication and conveyance' adopted, and the necessary surveys made for the extension of these ways in all directions, so as to embrace and unite every section of this extensive empire. It may then indeed be truly said, that these States would constitute one family, intimately connected, and held together in indissoluble bonds of union.

"Should the national government be induced to make an appropriation to the amount above stated, an experiment could soon he made, either in the vicinity of this city or at Washington, as may be deemed most expedient.

"But the attention of the general government is urged more imperatively to this object from the consideration of the great na-Under the above title a pamphlet appeared tional importance in a fiscal point of view. the claims of Mr. Gray, but other collateral in this city just twenty years ago—from lf any reliance can be placed on the calcu-circumstances still more fully confirm them, which we extract, in this place, the intro-lations I have made, the revenue which this and we think that for that gentleman alone duction, referring to a subsequent page for mode of transportation, when brought into has been advanced any decisive proof of title explanation of, and comments on it. It general use, would be capable of producing, to the authorship of the system. Many may be well to premise that the documents would far exceed the aggregate amount of other candidates have now sprung up, aspir- here alluded to, were propositions submitted duties on foreign importations. However

ports, are, by the constitution, exempt from the payment of duties; the other half, foreign imports only, are subject to the payment of duties.

"The far greater part of domestic commerce consists of bulky articles, many of proportionably diminished. Indeed the prinwhich now pay fifty per cent. on transporta-cipal resistance to its motion arises from tion to market. By the introduction of the friction, which does not even increase in a proposed railways, nine tenths, at least, of direct ratio with the velocity of the carriage. this enormous tax would, in many instances, If, then, a Proa can be driven by the wind are calculated to become pre-eminently be-be saved, and the expense of transportation (the propulsive power of which is constantly neficial to the southern States. The great reduced from fifty to five per cent. A toll diminishing as the velocity of the Proa in-predominance of sand, and the deficiency of five per cent. would raise it to ten per creases,) through so dense a fluid as water, of gravel or stone, precludes the practicabilcent. But still the farmer remotely situated at the rate of twenty miles an hour, I can ity of making good turnpike roads; but the would save four-fifths of his present expense see nothing to hinder a steam carriage from level surface, and great abundance of pine in the transportation of his produce to marmoving on these ways with a velocity of timber throughout this district of country, ket. An average toll then of five per cent. one hundred miles an hour.* would constitute a very moderate impost. But the product of such an impost would, at considered an object of sufficient importance, no distant period, be immense. That it sails might be used whenever the wind was would far exceed any amount which could favorable. Van Brain gives a curious ac-transportation of heavy bodies would be reimposts, cannot admit of doubt.

ordinary sources of revenue continue no barrows in which their products are carried longer to pour into the treasury of the Uni- to market. ted States their tributary streams, and when too we are called upon to make 'arrange- tages resulting from the establishment of road. This projected improvement is surely ments and exertions for the general securi- these railways and steam carriages, would then an object worthy of the most serious ty;' at such a period the merits of a sys- be incalculable. It would at once render our attention of the inhabitants of southern states. tem promising, not merely to facilitate most frontiers on every side invulnerable. astonishingly 'internal communication and mies could be conveyed in twenty-four hours lue of their products. It appears to me calconveyance," but to furnish new and abundary greater distance than it would now take culated to hold out the most flattering prosdant sources of revenue, ought surely to them weeks or perhaps months to march. command the attention of the general government, and cannot fail to 'be seen in the ford us prompt and effectual means, not only

strongest lights.'

main arteries of such a system of commu. nal commotions; and thus securing and nication would by no means be a work of preserving forever domestic tranquillity. time. It would be exempted totally from the difficulties, embarrassments, casualties, entertained respecting the power of Congress interruptions and delays incident to the for. to cut and form canals, there can be none mation of canals. Requiring no supply of about the power to lay out and make roads. water-no precision and accuracy of level, the work could be commenced and carried tract of a message from President Madison on in various detached parts-its progress to the Senate and House of Representatives would be rapid, and its completion could be of the United States: ascertained with certainty. Innumerable ramifications would from time to time be versally admitted, and it is not less certain, extended in every direction. Thus would that scarcely any country offers more exthe sources of private and public wealth, going hand in hand, increase with a rapidity beyond all parallel. For every shilling con- none, perhaps, inducements equally persuatributed towards the revenue, a dollar, at sive, to make the most of them. The par- the improvement would be duly appreciated least, would be put into the hands of indi-ticular undertaking contemplated by the and carried into immediate effect by transviduals.

"But there remains another important point of view in which this improvement de-objects of national, as well as more limited mands the attention of the general government. The celerity of communication it would afford with the distant sections of our widely extended empire, is a consideration of the utmost moment. To the rapidity of the motion of a steam carriage on these railways, no definite limit can be set. The flyment. The celerity of communication it

extravagant this position may at first appear, ing Proas, as they are called by voyagers, importance, will recall the attention of Con-I contend that it is capable of the strictest de-belonging to the natives of the islands in the gress to the signal advantages to be derived monstration. It is an indisputable fact, that Pacific ocean, are said to sail at times at the to the United States from a general system the aggregate amount of internal commerce rate of more than twenty miles an hour. — of internal communication and conveyance; is vastly greater than that of external com- But as the resistance of the water to the and suggest to their consideration whatever merce. But one half of the latter, viz: ex. progress of a vessel increases as the squares steps may be proper on their part towards of her velocity, it is obvious that the power its introduction and accomplishment. As required to propel her must also be increased some of those advantages have intimate in the same ratio. Not so with the steam connection with arrangements and exertions carriage—as it moves in a fluid 800 times for the general security, it is a period calling more rare than water, the resistance will be for these, that the merits of such a system

"I will now just observe, that should it be Pekin availing themselves of sails, when the "At a period like the present, when the wind favored them, for propelling the wheel-

"In a military point of view, the advan-

"Thus, then, this improvement would afof guarding against the attacks of foreign "The extension and completion of the enemies, but of expeditiously quelling inter-

"Whatever constitutional doubts may be

"I shall now close this topic with an ex-

"'The utility of canal navigation is unitensive opportunities for that branch of improvement than the United States; and orable spirit of enterprize, and comprising

will be seen in the strongest lights.

" JAMES MADISON. " ' Washington, Dec. 2, 1811.' "

"From local circumstances, these railways The great would not only render the construction of these railways very cheap, but peculiarly advantageous. By preserving nearly a horizontal level, the power requisite for the possibly be derived from duties on foreign count of the peasantry in the country round duced astonishingly. The cheapness of fuel would reduce too the expense of supporting this power to almost nothing. would be transported one hundred miles on these ways, at less expense than they could now be carried one mile on a deep sandy Ar- It would at once more than double the vaculated to hold out the most flattering prospects of gain to such enterprising individuals or companies as might be induced to embark a capital in this object.

"But I consider it, in every point of view, so exclusively an object of national concern, that I shall give no encouragement to private speculations, until it is ascertained that Congress will not be disposed to pay any at-

tention to it.

"Should it, however, be destined to remain unnoticed by the general government, I must confess I shall feel much regret, not so much from personal as from public considerations. I am anxious and ambitious that my native country should have the honor of being the first to introduce an improvement of such immense importance to society at large, and should feel the utmost reluctance at being compelled to resort to foreigners in the first instance. As no doubt exists in my mind, but that the value of State of New York, which marks an hon. Atlantic governments, I have been the more urgent in pressing the subject on the attention of Congress. Whatever then may be its fate, should this appeal be considered ob-

project, although defeated at Albany, have not lost clined to sell at that. The grading and mails, connected with a provision that such sight of this important project. New interests are masonry are to be done by the first of Austeamers shall be at the command of the moving to form a combination with the Eric railroad gust. A considerable portion of the iron is government in case of necessity,—and the

should unite in the application to the present council to confirm the report of the last council in favor of appropriating Hudson street, from Chambers street to the 8th avenue, by Abingdon square, to McCombs dam, and then to the points above indicated. We learn with pleasure that the managers of the New York and Erie railroad company offer to foot half the expense of this project, and we trust it will not passes through one of the most densely popbe long ere the west side of this city has a railway. Its advantages to real estate will be incalculable.

ing the magnitude of the enterprize. The We have been quite amused of late to no ment action beyond that specified in the question now is, where shall it go? In detertice the number of persons who are awaiting recent act of Congress. Let the Atlantic mining this question, something, perhaps the completion of this enterprise to make Steam Navigation Company have public much, may depend upon the spirit and abilitheir first visit to the Rock of the Pilgrims. ty manifested in subscribing for the stock, The next anniversary of the Landing will Office department is authorised to grant, and building a road where there is no evidence intend to pay our first visit there on that that it is wanted by the people. * * occasion." The iron is hot, and now is the time to strike the blow. At a little meeting, holden on short notice at the court-house, in this village, on Monday evening, over \$60,000 were subscribed, and we are informed that something like \$20,000 more were added on Tuesday. We are satisfied that Montpelier will do her duty."

This looks well. What will the people on the line from Lebanon to Montpelier do ?-We shall sec.

OLD COLONY RAILROAD.

tinent, is now rapidly progressing towards than a government"-and we have no doubt trips. its completion, and but a few months will of the correctness of the policy of the goelapse before it will be opened for public vernment aiding in the construction of steam travel. The contracts made for its con-ships, suitable for war ships, and at the serstruction and equipment have been singularly vice of the government when needed-to fortunate, and the arrangements for its ac. be used as packets and merchant ships in commodation in this city satisfactorily ad-time of peace. justed with the directors of the Worcester road.

than 37 miles. The estimated cost about a sense of the great want of such ships, and passenger depot is to be located on Albany leaving them to be employed "as merchantstreet, near Beach street. The freight men in peace, and yet have an armament depot will be at South Boston, nearly opposite the southerly end of the lower bridge. The cheapness of its construction, and the

We learn that the old managers in this laudable per cent. advance, and holders are disin- ance in American steamers of the foreign company to carry this road on a joint stem up to already shipped, and one cargo of 700 tons establishment of the Atlantic Steam Navi-Yonkers—extended to Dobbs'Ferry and to Sing Sing. is expected to arrive in a few days. The gation Company, with a charter from our How important to this city that these two roads engines will be furnished by Messrs. Legislature, conferring exclusive privileges of the iron.

"The time has arrived," says the Vermouth will ever have a deep and increasing talists will hesitate to advance means, (with mont (Montpelier) Patriot, " for the friends interest, and the facilities of a railroad will the fair prospects of profit which the comof the Central railroad to do something be- make it a pleasant and agreeable pilgrimage, pany opens,) at least for the construction of sides talk -to show their faith by their works and undoubtedly attract a large number of two or three steamers, we shall be slow to -to subscribe for the stock. Matters have visitors annually. Steps have been taken, believe; and we have no doubt, the whole verged to that point where no man the least as we understand, to secure the erection of plan will be more economically and efficientinformed upon the subject can doubt that a a hotel in that town, and an eligible site by conducted, by sagacious and active indiroud will be built through Vermont as soon procured. This is a very discreet measure, viduals, relying mainly upon their own reas may be; within a short period, consider- and one we hope to see accomplished .- sources and energy; than by any governfor foreign capitalists will not feel much like complete another quarter of a century. We it is all that can be necessary.

railroad between this city and Springfield-

ATLANTIC STEAM SHIPS .- We fully concur with the editor of the Journal of Comimportant subject: We are fully impressed means and business capacity, can accom-

Says the Editor: We observe some remarks on American steam ships in the "The length of the road is a little more Evening Post of Wednesday, expressive of

successful contracts for iron and for land adopted by Congress, empowering the Post for coal will reduce freight.

damages, have caused the stock to rise to 8 | Master General to contract for the convey-Hinckley & Drury of this city, and every for twenty-four years,-are exactly those thing will be in readiness for the opening of now required; and we see no reason to disthe road in the ensuing autumn, should trust private enterprise as sufficient, with a there be no disappointment in the reception reasonable contract from government for the conveyance of the mails, to effect the enter-This road, for more than half its length, prise. The capital of the company, should ulated portions of the State, having a large or eight steamers; quite enough for a good manufacturing interest. The associations commencement, if not as many as may be connected with the ancient town of Ply-

IRON STEAM SHIP BANGOR.—We learn from the Bangor Mercury, that an iron RAILROAD TRAVEL.—We learn that the steamer is now building at Wilmington number of passengers which pass over the (Del.,) intended for a passenger and freight boat between Bangor and Boston. Her exclusive of way and through passengers—length on deck is 120 feet, beam 23 feet, is over 3000 per month.—Hartford Courant. depth of hold 9½ feet. Her cabin is on deck, and has berths for 87 passengers, and room for 48 cots. She is to be rigged with three masts, and fore and aft sails. She has two merce, in the following remarks upon this engines of about 60 horse power, and Loper's patent propellers of 81 feet diameter. with the truth of the remark, that "indi-It is expected that she will run 13 miles an vidual enterprise, having the necessary hour, and will make the passage from Bangor to Boston in 24 hours,—leaving Bangor "This new avenue to our city," says the plish more in a given time, and for the same in the morning, and reaching Boston the Teaveller, "which is to connect us with one amount, than an incorporated company; next morning. She is expected here in the of the most interesting spots upon this con- and a company with competent directors, course of this month to begin her regular

> A collier schooner, of 120 tons burthen, and capable of carrying 200 tons of coal. was launched at Philadelphia on Thursday. She draws, when loaded, only six and a half feet of water; was built for an Eastern firm. and is to be employed in carrying coal from Philadelphia to the doors of an extensive factory on one of the rivers of Maine.

We mention the construction of this vessel \$800,000, including engines, cars, depot the opinion that while "individual enterprise buildings, &c. It is to be laid with a single track, with a rail of the most approved pattern, weighing 56 lbs. to the yard. The pattern, weighing 56 lbs. to the yard. The pattern, weighing 56 lbs. to the yard. The pattern of a fleet of steamers, the Logislature of Maryland et its pattern of the Logislature of the Logisla the Legislature of Maryland, at its next session, will adopt measures by which coasting collier vessels will be relieved from the heavy charges of pilotage now imposed on them.

This is the true plan. Vessels expressly

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NAME OF RA'LWAY.	0	od t	100	ns.	3 " E 2	for in	sh.	ce	sha da	S Belf				
	les	rize	rize n o	ded	P. P.	Ped Pe	- t		E 0	Dial	and Ch	u ACCIII	ion.	
	Z	a pode	e do	755	faid	ta a	Ä	A 2.	0 0	Rolt				
		To	To	To To	Con	Loss	£ s. d	£ s. d.	Pa.	5 Cale				
rboath and Forfar	15	102.00	0 35,000	138,870									ln 1	1,250,
							1 50	2 10 0		O Cha	tham and	Portsme	outh.	
randling Junction	23	161,70	0 365,470	481,452						4 5 Ches	ster and V	Vrexhar	n	
						13,148	0 86							
ublin and Drogheda	31													
ublin and Kingston	6													
undee and Arbroath	16				2,989	17 709	1 50							
ort County and North and East	10				47 385	118 726	1 66							
linburg and Glasgow	46						1 26							
asgow Paisley and Avr	51		0			44000								
asgow. Paisley and Greenock	22		0 216,666	787,884	11.572	23,177	0 50	2 0 0	95 1	95 Har	wich and	E coun	Inn	
and Junction	104		2	2,453,169	84,309	195,080	5 00	10 0 0	100 21	0 ? Hud	dersfield	& M. rl.	& cl.	600
eat North of England	45	969,00	0 581,017	1,262,518	12.201	36,189	1 12 6	3 5 0	100 11	9 Ken	dal and V	Vindern	ere	
reat Western	221	4,650,00	0 3,679,343	7,272,539	132,235	369,904	3 10 0	7 0 0	75 13	85 Leed	is and De	wsbury.		
artlepool	15					6010			100					
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						111,009	1 00		10050	Lone				
aneny	27				00 600	405.769		10 00						
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andon and Croyden	8		0 229,000	761.88	7.583			2 10 0						
ondon and Greenwich	3		3 233,300	1,040,930	15,193	28,933		nihil.	13 1					
ondon and South Western	92	2,222,10	0 630,100	2,596,291	68,457	150,469				3 New	castle an	d Berwi	ck	700
anchester and Birmingham	31													
anchester and Bolton	10													
	81	2,937,50	01.710.62	3,921,593	46,653	20,701		/I. & 10I.						
			0 199 50	31 125 000	96 400	73 045	4 0 0	4 0 0	100 10	S Shre				
eweastle and Darlington	01				20,499	10,311	2 00	nihil	21	19 Tre	nt Valley	. Duary	& D	
eweastle and North Shields	7								50	17 W	st London	Extens	ion	
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aris and Rouen	84					91,171		8 00	20 3	38)	FRENCH &	LAILWAY	s.	
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heffield and Manchester	19								82 9	3 Cen	tral of Fr	rance		1,280
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ork and N. Mid and Leeds and S	lhy 28	1.062.50				55,752	2 10 0		50 10	O Pari	s and Ro	nen		1.40
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rand Surrey			8 18		∑ East	and W	est Indi	a j		810.		94	137	
rand Surrey	150	150 47‡	8 18	10 40	SLon	don				10 sto.		41	114	11
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	IERICA				D CANA			State Com-	de ann all 4 6	et does and	the leaks
STATE WORKS.	Lengt in mile	Cost.	Income.	Expend.	Income.	Expen d.	13 to	State Cane 17 feet wid	als are all 4 fe e, and 80 to 9	o feet in leng	the locks
Y. 1 Black river canal	35	1,524,967					Th	e six mill	ions paid t	o the canal	fund fr
" 2 Cavuga and Seneca	21	237,000		7 10,953	24,618	14,443			lt duties a		
" 3 Champlain canal	64	1,251,604			116,739				st. The G		
6 A Chemung	23	684,600		14,486	14,385				nals require		
" 5 Chenango	97	.2,420,000		15,967	22,179				interest of		
6 Crooked lake	909	156,777	461						r than the e		
8 Genessee valley	190	12,648,852 3,739,000	1,000,310		••••				lete these tr		
9 52 miles opened, cost \$1,500,000		0,100,000	19 999	13,819	19,641				900, making		
10 Oneida lake	6	50,000		2,239	631	1 636	finish	ed \$5.553.	,000 and \$2	409.000: a	n exper
11 Oswaga	38	565,437	29 1.17	22,742	56,165	28 599	ture i	neurred o	n estimated	incomes (a	dmitte
11 Oswego	25	000,207			7,381	5 386			\$39,000 and		
13 Delaware canal	60				109.278	22 870			eipts from		
14 French creek							vania	for 1843	were \$1,0	19 401 · for	1844
15 Seneca river towing path					381		164.35	26. and the	e cost about	30 million	S.
16 Columbia railroad	82				443,336	205,067	- The	e receipts	for 1844 we	ere as follor	WS:
17 Eastern division	36	1			179,781	130,313	Cana	tolls.	- ' -		578.
18 Juniata canal	93						Railro	oad tolls,	-		252,
19 Portage railroad	130				351,102	248,943	Motiv	e power,	· · · .	-	319,
20 Western division canal	105					1	Truck	- 9	-		13,4
21 North branch Susquehannah canal	73				101,949	57 633	of whi	ich \$585,9	922 is from	118 miles o	f railro
22 West " " "	72						and \$	578,404 fr	rom 550 mi	les of canal	
io 23 Hocking canal:	56	975,130			5,286	4,139			f Ohio are		
24 Miami canal		1,660,742	68,640	38,826	77,844	22,341			mills on th		
PZOLIVITATINI CALENSION.	105	2,856,636	8,291		12,723	14,741	853 m	iles of ca	nal in the S	state which	vielded
· SO WI am HOI the H UIV ISIOH	35	322,000			unfin'd.		1843	\$471,623	and in 18	44 \$515.393	3, the c
12/INTUSKINGUIII	91	1,627,318	23,167			15,027	1st Ja	n. '43 bei	ng \$15.577.	233. The	increas
28 Ohio	334	4,600,000			343,711		'41 ov	er '43 is	only \$43,77	0, though t	he year
29 Wabash	91	3,028,340				12,817	has er	khibited a	greater in	crease thro	ughout
30 Walhonding	25	607,269		39,005	1,977	1,238			ver before k		8
31 Western road	31	255,015	7,254		8,747	2,929			illions on si		e vield
32 Sundry works	• • • • • • • • • • • • • • • • • • • •	11,000,000			• • • • • • • •	• • • • • • •		e whatev		unus work	.s jicia
34 Sundry works	• • • • • • • • • • • • • • • • • • • •	110 000 000					The	e central	railroad vie	lds above	6 per ce
ch 35 Central railroad	110	10,000,000	140.000	75 000	911 170	90 490	and is	the only	State work	-the Erie	canal
36 Southern railroad.	110	936,295	94.064	7,907	60 341	78,000	rented	-which	is able to st	and alone.	-
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CANALS.	Length	Cost.	1843. Income		Inc	344. ome.	Div.	Value	R	EMARKS.	
· .	miles.	00000	Gross.   1	Nett.   cen	1. Gross.	Nett.	cent.	stock.			
Blackstone											
Bald Eagle Navigation		400,000							717		
Beaver and Sandy, (part)		1,000,000							We may, p		
Charleston; (S. C.) Chesapeake and Ohio									ne be enabl		he parti
Chesapeake and Ohio	184	12,370,470	47,637						rs of all the		
Conestota	12	300,000						00	The Chesa	peake and t	Jnio ca
Delaware and Chesapeake	13	3,500,000							not yet co		
Schuylkill. Farmington.	108	3,500,000	219,195 10	2,221	. 190,693	120,624		31 mi	ines, hence The enlarg	amont of th	ncome.
James river and Kenhawa								1-31	ll canal has	been comp	nennad
Middlesex									The Morris		
Port Deposit.	10	200,000						for	one millio	n about on	e-fourth
Delaware and Raritan	43	2,900,000	99 693 5	3 307	131 491	84 455		of	its cost. It	is said in	the nan
Southwark		300,000	55,000	0,027	. 101,401	01,100		ths	at it is to be	enlarged.	Weh
Tide Water.	45	2,900,000						SPE	en no report	nor beard	of the
Union		2,000,000						po	intment of	any engine	er.
Morris		1,000,000						28		8-140	
Dismal Swamp					.1						
······			~~~ <u>,</u>				<b>,</b>	<b>~~~</b>		Incor	~~~
CANADIAN CANALS.	Length	No. of Locka locks. in fee	Length o	Size of loc	Depth on	Width o		77	Expended	1	
	miles.	- In ree	chamber	· Widui.	mitre sill.	Bottom.	Surface	_	Sept. 1843.	1843.	1844.
TD1 337 11 3 1			feet.	feet.	feet.	feet.	feet.	3,948,57	22,485,572	64,658	
The Welland canal.	ISIA ZX	31 328	150	26 1-2	8 1-2	45	81				
lain trunk from Port Colborne to Port Dalho	morfe oc			26 1-2	0 . 0	35	71				
ain trunk from Port Colborne to Port Dalhounction branch to Dunville (not ad	ded 21	1 6	150	20 1-2	8 1-2						
ain trunk from Port Colborne to Port Dalhounction branch to Dunville (not ad	ded 21		150 200			45	85			1	
ain trunk from Port Colborne to Port Dalho unction branch to Dunville road creek branch to Port Maitland belo	ded 21			45	9						
lain trunk from Port Colborne to Port Dalho motion branch to Dunville not ad road creek branch to Port Maitland belo The St. Lawrence canal.	lded 21 w. 1 1-2	1 6	200	45	9	45	85				
lain trunk from Port Colborne to Port Dalhoi unction branch to Dunville not ad road creek branch to Port Maitland belo The St. Lawrence canal	lded 21 w. 1 1-2	$\begin{vmatrix} -1 & 6 \\ 2 & 7 \end{vmatrix}$	200	45	9	45	85 90	679 40	073		
tain trunk from Port Colborne to Port Dalhounction branch to Dunville food creek branch to Port Maitland below The St. Lawrence canal	lded 21 w. 1 1-2	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	200 2 200 2 200	45 45 45	9 9 9	45 50 50	90 90	672,49	8 973		
tain trunk from Port Colborne to Port Dalhounction branch to Dunville not ad below The St. Lawrence canal	lded 21 w. 1 1-2 2 4	2 7 2 11 1- 1 3 1-	200 200 2 200 2 200	45 45 45 45	9 9 9	50 50 50 50	90 90 90				
tain trunk from Port Colborne to Port Dalhounction branch to Dunville not ad below The St. Lawrence canal	1 1-2 2 4 3-4 11 1-2	2 7 2 11 1- 1 3 1- 7 48	200 200 2 200 2 200 2 200 200	45 45 45 45 55	9 9 9 9	50 50 50 50 100	90 90 90 150	865,37	21,665,663	-	•
fain trunk from Port Colborne to Port Dalhounction branch to Dunville food creek branch to Port Maitland below The St. Lawrence canal	21 1-2 1 1-2 2 4 3-4 11 1-2 1-2 1-2 1-2 1-2 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4	2 7 2 11 1- 1 3 1- 7 48 9 82 1-	200 200 2 200 2 200 200 2 200 2 200	45 45 45 45 55 45	9 9 9 9 9	50 50 50 50 100 80	90 90 90 150 120	865,37 1,190,08	21,665,663 7 275,426	20 282	
Iain trunk from Port Colborne to Port Dalhoi unction branch to Dunville road creek branch to Port Maitland belo The St. Lawrence canal. alops and Port Cardinal apid Plat. arren's point. nwall, passing the Long Sault rapids. uharnois, do. Coteau, Cedars and Cascades rhine, do. Lachine rapids	21 1-2 1 1-2 2 4 3-4 11 1-2 1-2 1-2 1-2 1-2 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4 1-4	2 7 2 11 1- 1 3 1- 7 48 9 82 1-	200 200 2 200 2 200 200 200 2 200	45 45 45 45 55	9 9 9 9	50 50 50 50 100	90 90 90 150	865,37 1,190,08 old cana	2 1,665,663 7 275,426 1 400,000	29,288	
tain trunk from Port Colborne to Port Dalhounction branch to Dunville and creek branch to Port Maitland below The St. Lawrence canal alops and Port Cardinal aprid Plat below the point point arren's point arren's point arren's point awall, passing the Long Sault rapids abharnois, do. Coteau, Cedars and Cascades phine, do. Lachine rapids argement of do.	dded 21  w. 1 1-2  2  4  11 1-2  11 1-2  8 1-2	2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 44 1-	200 200 2 200 2 200 200 2 200 2 200	45 45 45 45 55 45	9 9 9 9 9	50 50 50 50 100 80	90 90 90 150 120	865,37 1,190,08	2 1,665,663 7 275,426 1 400,000	29,288	
tain trunk from Port Colborne to Port Dalhounction branch to Dunville food creek branch to Port Maitland below The St. Lawrence canal alops and Port Cardinal appid Plat arren's point hwall, passing the Long Sault rapids huharnois, do. Coteau, Cedars and Cascades Inhine, do. Lachine rapids gement of do.  Total from lake Erie to the sea.	dded 21  w. 1 1-2  2  4  11 1-2  11 1-2  8 1-2	2 7 2 11 1- 1 3 1- 7 48 9 82 1-	200 200 2 200 2 200 200 2 200 2 200	45 45 45 45 55 45	9 9 9 9 9	50 50 50 50 100 80	90 90 90 150 120	865,37 1,190,08 old cana 1,001,33	2 1,665,663 7 275,426 1 400,000	29,288	
Iain trunk from Port Colborne to Port Dalhounction branch to Dunville road creek branch to Port Maitland below The St. Lawrence canal alops and Port Cardinal apid Plat arren's point nwall, passing the Long Sault rapids uharnois, do. Coteau, Cedars and Cascades Inhine, do. Lachine rapids gement of do.  Total from lake Erie to the sea.	dded 21 w. 11-2 2 4 3-4 111-2 oad 111-4 8 1-2 66 Lengtl	2 7 2 111 1 31. 7 48 9 82 1. 5 44 1. 57 525 9 74	200 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200	45 45 45 45 55 45 45 45 45 45 45	9 9 9 9 9 9 9 9 6	50 50 50 50 100 80 80 80	90 90 90 150 120 120	865,37 1,190,08 old canal 1,001,33 200,00	21,665,663 7 275,426 400,000 64,439 0 440,000		S.
Iain trunk from Port Colborne to Port Dalhounction branch to Dunville road creek branch to Port Maitland below The St. Lawrence canal	21 1-2 2 4 3-4 11 1-2 11 1-2 12 12 66 Length R. rd. C	2 7 2 111 1 31. 7 48 9 82 1. 5 44 1. 57 525 9 74	200 200 2 200 2 200 200 2 200 2 200 2 200 2 200	45 45 45 45 55 45 45 45 24 24 1843. Income.	9 9 9 9 9 9 9 9 9 Control Div.	50 50 50 100 80 80 80	90 90 90 150 120 120	865,37 J,190,08 old canal 1,001,33 200,000   Div.   Vi per cent.   str	21,665,663 7 275,426 1 400,000 3 64,439 0 440,000	1,409	s.
Iain trunk from Port Colborne to Port Dalhounction branch to Dunville road creek branch to Port Maitland below The St. Lawrence canal	ded   21   1-2   1-2	2 7 2 11 1. 1 3 1. 7 48 9 82 1. 57 525 9 74 1 in Cos	200 22 200 22 200 200 22 200 22 200 21 200 21 200 22 200 21 200	45 45 45 45 55 45 45 45 45 	9 9 9 9 9 9 9 9 9 Control Div.	50 50 50 50 100 80 80 80	90 90 90 150 120 120	865,37 J,190,08 old canal 1,001,33 200,000   Div.   Va per cent.   str	2 1,665,663 7 275,426 1. 400,000 3 64,439 0 440,000	1,409	s.
Iain trunk from Port Colborne to Port Dalhounction branch to Dunville road creek branch to Port Maitland below The St. Lawrence canal	21 1-2 2 4 3-4 11 1-2 11 1-2 12 12 66 Length R. rd. C	2 7 2 11 1. 1 3 1. 7 48 9 82 1. 57 525 9 74 1 in Cos	200 200 2 200 2 200 200 2 200 2 200 2 200 2 200	45 45 45 45 55 45 45 45 45 	9 9 9 9 9 9 9 9 9 1 Div. per cent.	50 50 50 50 100 80 80 80	90 90 90 150 120 120	865,37 J,190,08 old canal 1,001,33 200,000   Div.   Va per cent.   str	21,665,663 7 275,426 1 400,000 3 64,439 0 440,000	1,409	s.
Iain trunk from Port Colborne to Port Dalhounction branch to Dunville road creek branch to Port Maitland below The St. Lawrence canal alops and Port Cardinal aprid Plat arren's point hwall, passing the Long Sault rapids uharnois, do. Coteau, Cedars and Cascades I hine, do. Lachine rapids gement of do.  Total from lake Erie to the sea COAL COMPANIES.	ded   21   1-2   1-2	2 7 2 11 1. 1 3 1. 7 48 9 82 1. 57 525 9 74 1 in Cos	200 22 200 22 200 200 22 200 22 200 21 200 21 200 22 200 21 200	45 45 45 45 55 45 45 45 45 	9 9 9 9 9 9 9 9 9 1 Div. per cent.	50 50 50 50 100 80 80 80	90 90 90 150 120 120	865,37 J,190,08 old canal 1,001,33 200,000   Div.   Va per cent.   str	2 1,665,663 7 275,426 1. 400,000 3 64,439 0 440,000	1,409	s.

	1	Length	1	RICAN Loans'	RAIL!		184	13.	Div.	184	4.	Div.	Previ-	SALE Week e	nding
	RAILROADS.	112	Cost.	and	• nf	on	Inco	me.	per	Inco	me.	per	ous	June ]	11th.
		miles.	- 222 222	debts.		hare	Gross.	Nett.	cent.	Gross.	Nett.	cent.	-	Shares.	-
e.	1 Portland, Saco and Portsmouth	50	1,200,000				89,997	47,166	7	131,404	62,172		1011		102
H.	2 Concord	35					***	CO 400		200 101	CC 401	12	651		65
35.	3 Boston and Maine	56 17 1-4					178,745	68,499	6	233,101	66,401	07	117	••	
	5 Boston and Lowell	26	200,100	unfin.		,	277,315	144 000	8	316,909	147 615	8	1201	6	121
	6 Boston and Providence	41	1,000,740	none.	10 600	100	033 388	110 893	6	282,701			1081		113
	7 Boston and Worcester	44	2 914 078	none.	10,000	100	4 0 141	162,000	6	428,437			118		119
	8 Berkshire.	21	250,000	not stated			4 0,141	17 500	7	17,737			1108		113
	9 Charlestown branch		280,260			••••		11,500	13	34,654		51	75	25	75
	10 Eastern	54	2.388,631				279.563	140.595		337,238			112		112
	11 Fitchburg	50	1,150,000	just opn'd						42,759			1221		
	12 Nashua and Lowell	14 1-5	380,000				84,079		8	94.588	34.944	10	1221	10	124
	13 New Bedford and Taunton	20	430,962					24,000	6	64,998	24,000	6			
1	14 Northampton and Springfield			unfin.											
•	15 Norwich and Worcester	59	2,170,360	900,000	16,535	100	162,336	24,871		230,674	99,464		721	6,135	
6	16 Old Colony		67,820										109	10	108
6	17 Stoughton branch	4	63,075											• • • • • • •	• • •
	18 Taunton branch	11	250,000					20,000	8	96,687	20,000	8	118		
	19 Vermont and Massachusetts	3	41 5 16	000					• • • • •		•••••	4			
	20 West Stockbridge	156	41,510	4 600 200	20,000	100	r~9 000	004 420	• • • • •	****	190 000		1043	90	104
6	22 Worcester branch to Milbury	130	8,431	4,686,202	30,000	• • • •	313,002	204,400		103,103	439,679	9	1041	23	104
	23 Housatonic, (10 months,)	74	1,244,123	500						150 000		****	291	365	27
a	24 Hartford and New Haven	38	1,100,000	100 000	10.000	100				150,000		6	94	10	
1	25 Hartford and Springfield	25 1-9				100									1.00
	26 Stonington, (year ending 1st Sept.,)	48	2,600,000				113.889			154,724	79.845		327	2,575	32
Y.	27 Attica and Buffalo	31	336,211		20,00		45.896	7.522		73,248	48.033	0			1
	28 Auburn and Rochester	78	1,796,349		14,000	100	189.693	112,000		237.667	152.007	6	1071	31	108
	29 Auburn and Syracuse	26	766,657			1334	86,291	27,334		96,738	52,544	6	116		
•	30 Buffalo and Niagara	22	200,000		1,500								100		
•	31 Erie, (446 miles,)		. 5,000,000	)									281	840	30
1	32 Erie, opened	53						48,000		126,020	59,075				
	33 Harlem	26	1,206,231						}	140,685	62,399		711	700	70
	34 Hudson and Berkshire	31	575,613	3		50				35,029	1,789		14		
	35 Long Island	96		392,340	29,846					153,456			701	6,310	
	36 Mohawk and Hudson	17	1,317,89	400,000	10,000	100	69,948	58,780		79,804			59	356	
	37 Saratoga and Schenectady	22	303,658				42,242	3,000	1	34,666	8,455				
	38 Schenectady and Troy	20 1-					28,043			32,646	6,365			****	
	39 Syracuse and Utica	53	1,115,89	none.	16,000	62	163,701	72,000		192,061	120,992	8	116	500	
	40 Tonnawanda	43	727,333	2			76,227			114,177	75,865	5			
	41 Troy and Greenbush	6 25					44.00	01 000		00 500					1
4	42 Troy and Saratoga	78	4 /5,80		00.000	100	44,325	21,000		38.502	9.971	21	129		1
	43 Utica and Schenectady	61	2,100,100	nonc.	20,000	100	600,000	202,000	9	331,332	199 094	0	110		110
4	44 Camden and Amboy	26	3,200,000	)			002,032	100,000		104,191	404,900		110	*	1110
4	16 New Jersey	34	500.00	)							•••••		95	410	94
1	47 Paterson	16	2 000,000	j							.:	6	87		
a.	48 Beaver Meadow	26	500,000	ò											
6	49 Cumberland Valley	46	1.000,000	)								1			
6	50 Harrisburg and Lancaster	36	1 250 000	Y									30		
4	51 Hazleton branch	10	860.000	)	l				1			1			
4	52 Little Schuylkill	29	120,000	0											1
6	53 Blossburg and Corning	40	900,000	)											
4	54 Mauch Chunk	9	600,000	)											1
6	55 Minehill and Schuylkill Haven	18	100,000	9					12				77		1
	56 Norristown	20		)									61		
6	57 Philadelphia and Trenton	30		0									104		
16	58 Pottsville and Danville	29 1-		0											1
16	59 Reading	91		7,447,570						597,613				1,058	51
11	60 Schuylkill valley			2			00.000								
6	61 Williamsport and Elmira						20,000	200 000			20000				
el.	62 Philadelphia and Baltimore	93	400,000	9			43,013	200,000			210,000		18	6,577	17
	63 Frenchtown	188	1,400,000	9				200 405							
Lu.	65 Baltimore and Susquehanna.	58	~ 692 60	0			575,235	279,402		358,620	346,946		50		5 50
	66 Baltimore and Washington	38	3,000,00	0	1		177 995	71 601		1010 100	104 500		23		
a.	67 Greensville and Roanoke.		2 1,800,00	0			111,001	11,031		212,109	101,525		. 84		
41	68 Petersburg and Roanoke	60	950.00	0						199 871	20.000	3			
11	69 Portsmouth and Roanoke	78 1	969.88	0			1		1	100,011	- 14,000	9			
44	70 Richmond, Fredericksb'g and Potomac	76	1,454.17	0					1 <	185,213	85,686	6			
	71 Richmond and Petersburg		21 800.00	0							05,000	1			
3.5	72 Winchester and Potomac	32	700,00	0		1									1
C	.73 Raleigh and Gaston		2[-500,00]	0		1						1			
31	74 Wilmington and Raleigh	161	1,360,00	0											
C	75 South Carolina	136	[1,800,00]	0	DA inc			1		532 871	140.196	5	1		
16	76 Columbia	66	5 671 45	2	34,410	15	201.464	77.456	51	1328.425	1180 70	1	1		
a.	77 Central	190	3,071,43				1221.532	93 191	11		1	-	1	1	1
3.5	78 Georgia	147 1.	2 2,581,72	3		1	. 248,020	158,20	1	1248,096	147.52	3			
64	79 Montgomery and West Point	89	12.030.00	LOCAL TOTAL STATE		THEF	1			1 35 (000)	115 000	11			-1
y.	80 Lexington and Ohio	40	500.00	0								1			1
	81 Little Miami	40	450,00	0										1	1.
**	32 Mad river	40	400.00			1			1		1	1	1		
nd	83 Madison and Indianapolis	56	152,00	0											
Hea.	.84 Champlain and St. Lawrence	15						1	- 1						

communications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers st reet, N.Y

#### Thursday, June 12, 1845.

THE COAL TRADE.—SCHUYLKILL VALLEY.
The shipments this week amount to 24,668·13 tons; 18,871-08 by railroad, and 5,597-08 by canal, showing a considerable increase over last week's shipments. In the course of two or three weeks, the shipments will reach 30,000 tons per week from this

The increase from the Lehigh region over last year so far, is about 24,000 tons.

The retail price of coal has advanced 25 cents per ton in Philadelphia.—[Miners' Journal.]

Sent by railroad from Pottsville and Port

Carbon—total tons. 38,842.04
From Schuylkill Haven—total tons. 131,750.16 From Port Clinton.... 1,598.00

BY CANAL From Pottsville and Port Carbon-total. 40,322-15 From Schuylkill Haven-total..... From Port Clinton-total..... 13,239-10

Total by railroad and canal ...........279,520.00

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh

coal and navigation co. Summit mines, Room run do., 46908 Beaver Meadow railroad and coal co., 15264 From Penn Haven—Hazleton coal co., From Rock Port—Buck Mountain coal co., 13286

4023

PINE GROVE COAL TRADE, -total ...... 18,748 MINEHILL AND SCHUYLKILL HAVEN RAILROAD-

RECEIPTS OF THE LONG ISLAND RAILROAD COMPANY.

MOUNT CARBON RAILROAD—total tons ..

3	1843-4	4.	1844-4	5.	Increase.		
August	\$7,788	57	\$34,702	90			
September	7,225	09	30,177	64			
October	4,629	10	27,562	78			
November							
December	4.139	03	14,706	68			
January	3,256	13	18,859	06			
February	2,849	47	14,311	12	7 .		
March	4,823	54	18,505	47			
April	4,448	33	23,669	74			
May						1	
	46,991	91	228,137	93	\$181	146 0	

The above table gives the receipts of the road for ten months, from 1st August, 1843, to June 1, 1844,

Correspondents will oblige us by sending in their being \$46,991 91; and for the corresponding ten for carrying coal to Hartford, Ct., and furmonths, in the subsequent year, or from August 1, 1844, to June 1, 1845, being \$228,137 93-showing an increase during the latter period of \$181,146 02 -the road being only half completed during the first term, and completed when earning the income of the second. If we estimate the receipts of the remaining two months, viz: June and July of this year, in the same ratio as that of the month of May just received, viž: \$32,496 81, it will give \$64,992 62, making the annual income of the road from August 1, 1844, to August 1, 1845, \$293,130 55.

#### READING RAILROAD.

The coal tonnage passed over this road the las week, exceeded 18,000 tons; and during the month 60,000 tons. Arrangements are made to bring down 80,000 tons this month. Should there be no disappointment with the miners, it is calculated to transport 100,000 tons per month, by the month of September. At this rate the wishes of the most sanguine friends of this important railway will be more than

EASTERN RAILROAD,-The annual meeting of the region.
The shipments from this region last year, to June 8th, were by railroad, 120,896-17—by canal, 90,741
—total, 211,637-17. This year, to the same period, by railroad, 217,191—by canal, 62,329—total, 279, 279.

520. Increase over last year's shipments, 66,882-03

Stockhold was held at Portsmouth on Monday last.—
The directors of the last year were re-chosen, viz:
D. A. Neale and Stephen A. Chase, of Salem; B.
T. Reed, of Boston; Ichabod Goodwin, of Portsmouth; John D. Lang, of North Berwick; Josiah Calef, of Saco; Charles E. Barrett, of Portland. stockholders of the Portland, Saco and Portsmouth

A statement, signed by the president, shows that the total receipts for the year ending May 31, were \$131,404-18; the total expenditures, excluding interest, were \$51,822-26. The interest paid was \$19,410-06. So that the net profits were \$62,171-86. Of this, \$51,594 have been paid in dividends. The net earnings have been 72-10ths per cent. Those of the preceding year were 4 93-100ths.—[Port. Adv.]

[Correspondence of the Railroad Journal.] Philadelphia, June 8th, 1845.

I have made a visit to, or had "a day at RICHMOND," the far-famed coal depot of the state of those improvements. Reading Railroad Company, by which I have learned its wonderful capacity for business. They are getting their piers all nearly ready for use-at which may be moored, and receive loading at the same time, 78 vessels! sand tons of coal, on shipboard daily!!

It is gratifying to see the order, regularity and precision with which the cars are dis. give out. tributed from the main track, upon the 14 different piers, and to the different vessels;

There were 780 loaded cars brought in number unloaded and sent out again on Sadepot.

nished with the Loper-instead of the Ericsson-propeller. It appears that Eriesson's propellers are all giving place to Loper's improvement-which bids fair to become extensively used. Two of the government revenue iron steamers—the Spencer, with Hunter's submerged wheel, and the Legare, with Ericsson's, have been supplied with Loper's in place of those first introduced; and the prospect now is, that there will be a large number of vessels built with this apparatus as colliers, or to carry coal from here, and from Pottsville also-as they design to have them pass through the enlarged Schuylkill canal, to the mines, and there take on board 100 to 150 tons of coal, and then proceed directly to their port of destination, either through the Delaware and Raritan canal, or by sea, as may be preferred.

The vessel visited is called the "Col. John Stevens," after the late venerable Col. John Stevens, of Hoboken, who was one of the earliest projectors, not only of railroads for commercial purposes, but also of propellers for vessels. Indeed, he was among the earliest and most enlightened patriots of our country, who foresaw, and at an early day predicted, its rapid advancement and future greatness, in consequence of the introduction of steam power, canals and railroads; and few, very few indeed, have contributed more than he did to the present advanced The Col. John Stevens is 100 feet in length, 23-feet 8 inches beam and 6 feet draught of water, and of 156 tons, custom-house measurement. but she will carry in addition to her machinery, fuel and necessary apparel, 170 tons and from which may be discharged ten thou. of coal. She is schooner rigged, and well fitted for a sea boat, and therefore as safe as any other vessel, even should her machinery

It is believed that boats of her class can perform the voyage, via the canals, to Hartand again collected upon the main track, ford, her port of destination, unload, take in and taken off by the different engines to the return freight, if any offers, and be back mines; to be again brought back loaded, and here and ready to take in coal in a week, or discharged, and thus keep up a continued cir. cight days at the extent; which, at present cuit between the mines and the depot at Rich. rates, \$2 per ton, will give large returns upon the capital invested.

She has one of Merrick & Towne's vion Friday night, and an equal or greater usually denominated the Locomo ive boiler, brating engines, and a tubular, or what is which are exceedingly compact, occupying turday, 7th iast, before 2 P. M. But I will very little space, and, apparently, do credit leave all description until I obtain the draw. to their manufacturers; and the vessel itself ing, or ground plan of the depot-which is appears to be built in the most substantial promised me by the very gentlemanly engiwill be sufficient for her trip to and from neer, Mr. Manning, who has charge of the Hartford; which, at \$5 per ton on board, will amount to only \$75-leaving a very I have also visited a new vessel built here handsome amount over and above expenses.

OGDENSBURG AND CHAMPLAIN.

We find the following communication from several members of the legislature and the commissioners of the Northern, or Ogdensburg and Champlain Railroad, in the bold experiment of your state, in the exten- no part of the world can charcoal iron (the last number of the Burlington Free Press. sion of her railway to the Hudson, in spite best quality of iron must be reduced by As the needle to the pole, so are those en. of the most forbidding natural obstacles, has charcoal,) be manufactured so cheaply and gaged in important enterprises, in the awakened our commercial metropolis to the so extensively. At present prices, well mannorthern and western parts of this country, naturally attracted towards Boston by the ness to the eastern coast. It was early other branch of manufacture. In 1823, the enterprise and liberal foresight of its citizens. known that the legislature at its recent ses- iron masters of New-York, New-Jersey and

The editor of the Free Press says:

favorite project of railroad communication with the central line at Albany. The com- the North, is but \$40, and some say \$35, with Boston, and as the time approaches panies once having obtained these grants, yielding a better article than ever before prowhen fruition is about to crown our hopes, so intimate does this relation become that feasible route at the North;—but, pending every pulsation which quickens and anitheir own applications, could not with any inexhaustible. No limit, but the demand, Lawrence, the considerations urged are particular attention of Mr. Lawrence, and the subject."

To the Honorable Abbot Lawrence, Boston:

SIR-The New York Legislature, at its fail to promote the success of the other. recent session, has granted a charter for a corporation to construct the "Northern Railroad," from the foot of lake navigation cessity, and the present business aspects of for a large portion of the iron from the forges at Ogdensburg to "some point" upon lake the whole East, North, and West, give a and rolling mills, but for all the shapes it Champlain.

To you, sir, and, through you, to those it never before attained. interested in eastern railways, who may feel an interest in connecting our work with West, and its required supplies of merchantheir own, we beg to make a few sugges- dise, are evidently leaning toward Lake the amount of transportation it will require. tions.

its continuation by the state, have become lower lake with the upper lake. Vessels of in raising the ore, and improving the manuforbid its accomplishment as a state work. that this inclination of trade is not over. for investment in the iron business. Two But they do consider the present a favorable rated, your attention is called to recent reviduals to construct this desirable link in bly, upon this tendency, as affecting the facilities for transportation. our internal communications. They deem tolls of our canals. The minority report of it of high present importance, because-

neighbors for the extension of the Massa. nected with our railway project. chusetts railways to Burlington, Vt., appear very likely to be crowned with success, market, and the recent improvements in our vigation upon the lakes is open at least and it is highly important that the Vermont northern bloomeries, with the great reducroad should be located and built upon a plan tion in the cost of producing charcoal iron, canals. The Welland Canal enters Lake looking to its virtual extension across North, tend to the rapid increase in production of Erie 30 miles further up the lake than Bufern New York to Ogdensburg. In our view, that important article of trade. It is well falo, at a point not closed by ice more than the Vermont road should not only be con-known that the largest deposits of the best 21 months; whilst the harbour at Buffalo is structed on the most feasible route, but also iron ores in the world extend from lake closed by ice, sometimes as late as May: with a permanency and capacity requisite Champlain to the St. Lawrence, through With a railway to Boston, Western wheat to effect a heavy transportation business be the primitive region, along the northern could be floured and sent to Boston through

tween the western lakes and the Atlantic. boundary of which is the location of the Hence it was desirable that our project proposed railroad. It is no exaggeration to should be brought into view in the aspect of say, that the mines of this region, at no its ultimate connection.

for the construction of the shorter and more progress must reduce the cost still lower.

In the first place, the vast products of the the committee contains undoubted statisti-

distant day, must render it the richest and 2d. The success which has followed the most productive portion of New York. In necessity of a railway connection with lake aged forges are making larger profits upon Erie, in order to prevent a diversion of busi- proportionate capital employed, than any sion would release the \$3,000,000 loan to Pennsylvania testified before a Committee the N. Y. and Erie Railroad Co., to insure of Congress, that bar iron reduced by char-"We have always regarded this enter- its completion, and would probably grant coal could not be made for less than \$75 to prise as naturally identified with our own one or more charters to connect N. Y. city \$80 per ton. Now the whole expense, at would be interested in preventing facilities duced; and all agree that improvements in

mates the one necessarily gives life and grace resist like legislation for the Northern can be fixed to the production, and there is energy to the other. To a man of the far. route. It was deemed wise to press our ap. no article so little likely to reach this limit reaching sagacity and enterprise of Abbott plication for a charter at the recent session, as iron made by charcoal. When the price and the result has justified our calculations. of the article, delivered at sea-ports, can be Lawrence, the considerations urged are New York city has obtained the desired brought down to \$40 per ton, as it reason-doubtless not altogether new, but they must legislation for the N. Y. and Eric road; for ably may be with profit to the manufacturer, neverthcless be felt and appreciated as of the extension of the Harlaem road to Al. it will have the commercial world for a marvery great importance at the present mo-bany; and also of the Erie road from Go-ket. The anthracite iron of Pennsylvania ment, and we take the liberty of calling the shen to Albany, on the west side of the and New Jersey can never supply the place Hudson; and with these grants, we have of the bloomed iron of Northein New-York. obtained a highly favorable act of incorpo. It need not be suggested that the transporthrough him, the business men of Boston, to ration for the northern road. We consider tation tonnage supplied by this article, when the extension of the railway to Burlington its manufacture shall reach the annual value so intimately connected with our work, that of \$3 or \$4,000,000, will be enormous. all well considered efforts for the one, cannot The supply required for the manufactories in the vicinity of Boston alone, would afford A well-constructed road to Burlington no small income to the channel of transport; will call for our extension as a matter of ne. and the increasing West will call not only prominence to our Northern route which takes in the factories of Lowell, Worcester, dec.

The ultimate extent of this trade in our northern region cannot be calculated, nor Ontario as a channel of communication, Our state has just located a new prison in The local friends of the Northern Road, since the enlargement of the Welland Ca Clinton Co., near the line of railway, where after several ineffectual attempts to procure nal, connecting the ship navigation of the where 500 convicts will soon be employed satisfied that the condition of our public 350 tons burden can now sail from Chicago facture of it. Capital, hitherto so much finances, and probably sound policy also, to Ogdensburg without unloading. To show needed there, is now flowing to that section years more will see the quantity produced time to procure an incorporation of indi-ports of the Canal Committee of our Assem. more than trebled, even without any new

Thirdly. Our canals, now the sole means of transport to market, are closed by frost 1st. The efforts of our New England cal information of much interest, as con- five months of the year. During the frozen period, a good railway would take the whole Secondly,—the present state of the iron transportation, West, as well as East. Nathree weeks earlier and later than upon our

business.

go to New York via the Northern Canal and falo. the Hudson, but even during the summer,

over our central railway line, is 525 milesnear 200 miles further.

The New York roads, located along the line of our canal, are compelled to pay tolls of the canal upon all freight passing over them-equal to 35 cents for each barrel of flour-and on the average \$5 per ton for merchandise.

The New York and Erie Road will be 580 miles in length, and from its high grades and curvatures, can never compete with our northern route.

We are informed that an excellent route with low grades may be located through Vermont. Upon our northern route the curves are large, and grades under 40 feet per mile at the maximum. For a description of our route we refer to the report of the state engineer made to the legislature in 1841. This survey was made by the state at a cost of \$30,000. Maps of all the sections, in detail, with drafts of the structures, are deposited in the office of the secretary of state at Albany.

When the Harlaem railroad shall be ex tended to Albany, as it will be within two years, can it be expected that the Western Railway over the Berkshire mountains will take much of the freight coming over the in proportion to that granted-grudgingly central railway of our state? We think not Springfield, at less cost than from Buffalo to the same point, considering the tolls paid by the central line.

Merchandise by the Cupard steamers for Canada West, under the late law of Congress, would take our route to its destina-

There is another view entitled to consideration. The New York city capitalists State street. have their hands full to build rival roads, and will not to any great extent take our stock. If the road be built very soon, a majority of the stock must be held by eastern terest them fully in the successful construction and operation of the road-but they have little capital to spare, and even that little is needed for our iron manufactures. Is it not desirable that owners of New-Eng. roads.

the whole winter, a great advantage to land railways should control the direction of our road, and thus have the power to We admit that, during the season of canal conduct the whole line to the western lakes. navigation, the western produce crossing our They can never expect an identity of inrailroad, and destined for foreign consump- terest between themselves and the proprie-

The charter of our northern railway is flour for domestic consumption, would seek highly favorable and exempt from all tolls its best market, the manufacturing districts to the state. No legislature will venture to of New England, over Eastern railways. impose charges and restrictions upon it. The distance of railway from Boston via The northern section has had no share in Burlington to Ogdensburg, is but from 320 the large state expenditures for public inito 340 miles (as the route through Vermont provements, and would always successfully may be located.) From Boston to Buffalo, resist any such imposition. Besides, numerous other railroads in the state would have a common interest in preventing such a precedent.

If the views presented by us are deemed worthy of consideration, we hope that the Northern Railroad will have a high place in connection with the road to Burlington, and that a common unity of interest will promote the speedy construction of both.

Very respectfully, your ob't servants HIRAM HORTON, JNO. LESLIE RUSSELL, N. P. GREGORY, Of the N. Y. Legislature. A. C. MOORE, S. C. WEAD, Com'rs of Northern Railroad. Malone, N. Y., May 23, 1845.

Here we find our own citizens, and members of our own Legislature, proposing to put the control, or "direction" of this road into the hands of the capitalists of a rival city! This is, however, the natural course for them to pursue, when they have not the means among themselves, and can neither obtain aid from their own State Legislature, we admit-to the southern tier of counties —freight could pass on a railway from and profusely squandered in the more favor. Ogdensburgh via Burlington and Boston to ed sections of the State—nor from the capit ed sections of the State-nor from the capitalists of their own favored city of New York, to whose prosperity and greatness they The railroad connecting the lakes Cham- have contributed their full share. It is na plain and Ontario, would take a large por-tural that they should, under the circum tion of the passenger travel in the summer. stances, look abroad for aid, and to no place so naturally as to Boston, where enterprises of this kind are estimated valuable in pro tion, as 60 days' time would be gained over portion to the benefits they are likely to a passage through the Gulf of St. Lawrence. confer on their city, rather than for the prospect of speculation in their stocks in

The people of Boston however have the sagacity to see that the stocks of their roads which promise most benefit to the trade of business men. Our citizens will subscribe their rapidly growing city, are also the most for all within their ability-enough to in- sure to give them liberal and steadily increasing returns upon their investment. Hence the readiness and liberality of their aid in the construction of well located railTHE OREGON RAILROAD.

The Baltimore American, one of the best conducted papers in the country, has the following remarks upon this magnificent protion, would, when affoat on Lake Champlain, tors of the central line from Albany to Buf. ject. We have refrained from expressing an opinion upon it, that we might listen to the echo, from the far off hills of the great west, the north, the east and the south; as many a man, now living, will hereafterwhile standing upon the most elevated points of the Rocky Mountains, in the vicinity of the most favorable pass-listen to that unearthly sound, the steam whistle of the locomotive, as the engineer gives warning to the astonished herds of buffalo that are grazing upon the track in advance of the train, which only a few days before left the falls of the Willametta, or the mouth of the Columbia river.

> The proposition of Mr. Whitney was, and is still, deemed by many considerate people, as an idle visionary scheme; and so, within our recollection, was an emigration to that out-of-the-world place, called Ohio! "The New Connecticut"-as that part of it bordering on lake Erie was called but a few years since-was a place to be talked of by many, but visited only by a few adventurous spirits, who were given up, when once fairly on their way, as lost to their friends, and never to return! Where now is "the New Connecticut?"-not three days' time from the very heart of New England !! Where will Oregon be a quarter of a century hence? Only twenty-five days' distant !!! Let those who doubt recollect this. Why, it will be asked, should it be so? Let the answer bo found in the enterprise, the energy and the indomitable love of freedom and adventure, of the American people, together with the thirst for more territory by her politicians, and consequently the necessity imposed upon the Government of providing for the defence of our territory on the Pacific, which is to be the great battlefield of universal free. dom to mankind. It is, in our opinion, from the shores of the Pacific ocean that the monarchical governments of the old world will attempt, if they design ever to make the effort, to arrest the progress, or to suppress the existence of republican institutionshence the necessity for early action in opening an easy, rapid and ample mode of inland communication, to act in concert with our navy, which ought, and is to be speedily increased by the construction of steam ships.

> " Railroad to the Pacific .- Mr. Whitney's plan for a continuous railroad from lake Michigan to the Pacific ocean proposes that the Government shall grant of the public lands a strip sixty miles wide along the route,

proceeds of this land to constitute the fund for building the road. The proposed grant \$20,000 per mile; making for the whole who travel. work an aggregate cost of some fifty millions of dollars.

"At the first view this seems like a fanciful project, fit only to amuse the imagination. cation of the road at Norwich, to avoid the But when it is considered more closely, it acute radius now objected to. The cost of appears to be simply a mode of disposing of the change will be about \$25,000. The a certain amount of Government land, in a stupendous in design, and calculated, if ac- good will of the travelling community to complished, to secure the most important results. The specified grant of the public domain would be regarded as well disposed of, if it could be exchanged for such a work as is here suggested. The chief matter of concern to the Government, then, in respect to this project, would be to provide that the lands should not be parted with except as the road progressed-in other words, to take care improvement, the benefit of which in gene. ington, which are taking a large amount of that for every sixty square miles of land a mile of road should be secured.

"The object of the road of course would be, not to develope in so mature a fashion the resources of the wilderness through which it would run, but to open a communication with China and the east, by which New York and Canton could be brought within a few weeks of each other. It does not matter then that the whole route of the road would be through an unsettled country, because the work would derive its value and importance from the points connected, and not from the region traversed by it. great extent of prairie between the Missis-know of in the annals of railroad charges, most. sippi and the Rocky Mountains would be favorable to the construction of a road-provided the deficiency of timber could be sup-

"Mr. Whitney's plan was submitted to the last Congress, and a report on the subject came from the committee on roads and canals through the chairman, Mr. R. D. Owen, of Indiana. They reported that the project was worthy of the most serious attention, but that, as sufficient time was not then alnot recommend any immediate specific action. The committee added, that while they should not advise over-hasty action upon it, yet, as the road would be constructed by an domain was rapidly appropriated in each succeeding year, the plan, it practicable and expedient, should not be delayed."

People's Advocate, that it is necessary for the bring about results which the company will authorizes them to extend their road to Alinterest of the company to consult the safety regret not having avoided, by making their bany, on condition that they expend \$500, and good will of the travelling community; charge more in accordance with public opi. 000 the first year, complete fifty miles of should be better satisfied if we could feel which are necessarily seriously injured by it.

Take, for example, the lines of railroad would be as well cared for when there is between New York and Rakimora.

Sent road to White Plains, and finish the entire road in three years. Their capital stock, viz; 2,950,000, and of which about not, as when there is "great competition on veller may go by the Camden and Amboy not increased by the new bill.

Worcester Railroad Co. have it in contemplation to effect an alteration in the logreat competition on the various routes obtain a fair share of the travel."

BALTIMORE AND WASHINGTON RAILROAD.

It is much to be regretted that some of reducing their charges, still obstinately ad. will be found to consist in reducing their The heres to its extortion, the greatest which we charge to a dollar and fifty cents at the utof two dollars and fifty cents per passenger controlling this work can fail to see that he those who travel on their roads, are interestits prosperity under these circumstances, the Washington branch, and that it is in lowed for due examination of it, they could course, we cannot conceive. With the im. on the Washington turnpike, they will be mense travel on the route, at a moderate enabled to divert so much of the travel from charge, the increasing prosperity of the Bal. the railroad, as to compel the latter to reduce appropriation of the public domain, and not as certain as any event can be. But the compared with a reduction at present, of of money from the treasury, as the public excessive charge now made exciting indig. having raised up and established stage lines nation against it on the one hand, and tempt. which it will be difficult hereafter to put ing the ingenuity of our countrymen to de. down. vise some substitute for the railroad on the We agree fully with the editor of the other, will, we predict, if long continued, amended charter of the Harlem company and their duty as well as their interest. We nion, and the interests of other railroads road in two years, in addition to their pre-

or thirty miles on each side of the road for the various routes." We can assure the railroad to Philadelphia for three dollars, and the whole distance from point to point; the managers that their permanent interest thence to Baltimore by the New Castle would be promoted by always evincing a and French-town railroad and steamboat would include about ninety-two millions of disposition to ensure the safety and good line for two dollars, in all 200 miles for five acres; the cost of the road is estimated at will of the whole community as well as those dollars, but when he reaches Baltimore he is obliged to pay half the sum for thirty-eight "We understand that the Norwich and miles more, or a distance which at a fair charge in proportion to the railroads north of it, should not exceed a dollar. Of course the additional charge of one and a half dollar, is to that extent an exaction on the railroads north of Baltimore, diminishing in manner which proposes to secure a work makes it necessary to consult the safety and proportion their travel whilst the benefit from the high rate, (if there be any to any party, which we do not believe) accrues exclusively to the Baltimore and Washington branch.

The public, it seems, has already adopted our railroad companies are by an illiberal a remedy, which may be to some extent efand exacting course of policy, doing much ficacious. We allude to the line of stages to foster prejudices against a description of lately started between Baltimore and Washral, no one can reasonably deny. They in travel from the Washington railroad. We this way not only injure themselves, but all would be the last to wish success to such a similar works, which suffer in public estima. scheme, did we not believe that the prospetion, from the extortion or unaccommodating rity of the railroad system in our country spirit of a few. We have in our eye at the was best promoted by checking its abuses. moment the case of the Baltimore and Wash. We trust most sincerely that the patronage ington railroad, which, at a time when all which the stage line is experiencing may the other railroads in the country are, in cause the directors of the Baltimore and consequence of the increased value of money, Washington railroad to look more closely to and a conviction of the policy of low rates, their true interests, which we have no doubt

If they do not, the companies between for the short distance (38 miles at the ut. Baltimore and New York-we might say most) between Baltimore and Washington, between Baltimore and Boston-will proba-How the intelligent head of the company bly find out, ere long, that they, as well as is rendering it odious to the public, and that ed in reducing the extravagant charge on must, in a country where public opinion has their power to do so, that by giving throughso much influence, be endangered by such a tickets in connection with the stage lines timore and Washington railroad would seem its charge, but with the disadvantage to it,

The Journal of Commerce says: "The would be as well cared for, when there is between New York and Baltimore. A tra- one and a half millions has been issued, is it for the accomplishment of their object. and lake Eric route.' They are men of wealth and influence, and

soon have been built.

"The bill authorizing the New York and N. Haven Railroad Company, (incorporated by the legislature of Connecticut) to extend their road to this city, was lost in the assembly on Monday, although only 17 votes were given against it. Two thirds of the whole number of members, including absentees, are necessary for the passage of such bills, viz: 86 out of 128; and as 32 members were absent when the vote was taken, there only remained 79 besides the 17 who voted in the negative. The failure of this bill is much to be regretted, as it will delay for another year the construction of a road of great public importance; and there is no other obstacle to its being immediately commenced. Men of substantial means stand ready to take the stock."

New Haven companies deserves, and will receive, further notice than has yet been given to the subject by the press.

The Monroe Democrat has found "annal-and we are also of the same opinion.

The movements of the Boston people are certainly very significant; and speak as

## AN IMPORTANT RAILROAD ROUTE-ANOTHER

now directing her energies for the trade and exceedingly desirable. travel of Montreal; and the stock of the Vermont and Massachusetts road is all taken charter allows.

"The bill to incorporate the New York landed at Ogdens' urgh from Chicago, Mil-Montpelier, instead of Bethel, West Ran-

no doubt that an excellent railroad would railroad world. It is possible that facts like too, in some places must be very severe. these may have an influence upon other

movements now in agitation."

#### WORCESTER AND NASHUA RAILROAD.

road :-

"We are glad to perceive that the importance of this route is as highly appreciated in New York as in this State and in Massachusetts. We have ever considered this not affect these counties at all, while a road route one of the most important ones in New England, and rejoice to learn that a sufficient amount of stock has been subscribed upon the route to insure its speedy construction. Nearly \$400,000 has been already subscribed in Worcester, Nashua, and the intermediate towns upon the route, thus manifesting the The defeat of the application of the New in the prospects and profitableness of the York and Albany and the New York and road. We learn that distinguished gentlemen of Worcester are now in New York city negotiating with the capitalists of that place to take up the remainder of the stock. There can be but little doubt that their efforts will be successful, as the Norwich and Worcester Co. have signified their willingness to other leakage"-we suppose in the Erie ca- become subscribers to a large amount of the

#### THE RUTLAND RAILROAD.

retain, the Boston people mean to obtain, the of the mineral resources of the part of Verbusiness, or a good part of it, from the mont through which the proposed lines of railroad pass.

Bellows Falls, May 18, 1845.

" Freight of every description can be Brookfield, East Williamstown, and Barre, to the iron made would go to market on the

and Albany Railroad Co. passed the se-wankie and the farthest west, at low rates, dolph, Braintree, Roxbury, Northfield, and nate on the last day of the session, by a vote through the Welland canal. The distance Berlin, to the mouth of Dog River, 1 70-100 of 27 to 2. A powerful combined influence from Ogdensburgh to Boston is 150 miles miles below Montpelier. The change would arrested it in the house, and laid it on the less than from Buffalo to Boston. In the be to follow up from Royalton in the valley, table. The old New York and Albany char- transportation of freight, therefore, between through which what is there called the Gulf ter has still about two years to run, and it is Boston and the west, the Northern road road passes, but the grades, feasibility or expossible the new applicants will make use of would have the preference over the Hudson pense are not ascertained, as that route has not been surveyed. Distance being a very "We state these things as they are, that important consideration, I suspect it has been if a charter had been granted them, we have our citizens may see what is going on in the given up after an examination. The curves,

While a road on the Montpelier route would give Boston a certain portion of the trade of Vermont, it would still leave to New York the business of the most impor-The Nashua Gazette makes the following tant part of the State. Rutland and Addiremarks on the prospects of this contemplated son counties, in their iron, manganese and marble, connected with their agricultural products, have the material to furnish a greater export tonnage than all the rest of Vermont. A road through Montpelier would through Rutland encloses as in a net the whole country east of it, and gives Boston as much control over the business upon the Montpelier route, as if a road was built upon it. It euts it off from any other market. Consistent with distance and expense, tho best route to Burlington, so far as the intergreat confidence which those concerned have ests of Boston are concerned, is the most westerly. Boston is the natural market of all Vermont, because all which Vermont produces is worth more in Boston than in any other market convenient to her people. A railroad, too, on this route would make Boston the best market for the New York counties bordering upon Lake Champlain. If a railroad were built from Boston to Rutland, even without a branch to Whitchall, the surplus produce of the north half of Washing. ton county, New York, would be carted to Rutland, and there put on the cars for Bos-The following article from the Bunker ton. One individual in Hartford, in that plainly as a sagacious people ought to require Hill Aurora, a paper we are glad to find an county, living within six miles of the Cham--that if the New Yorkers do not mean to advocate for railroads, gives a good account plain canal, has, since August last, carried and sent more than 100 tons of freight across

Generally, in Rutland and Addison counties, the Green Mountains upon the west We cheerfully give insertion to the follow-side present a uniform face, not branching ing interesting letter, and commend it to the out into spurs, and only broken through hy "Boston is stretching out her long arms attention of our readers; for whether the the streams which come from their summits. in every direction. She has her Albany great line of railroads from Boston shall ex. The rock upon the east base of these mount road already, inviting the trade of the west. tend through Rutland or through Montpe-She has for some time enjoyed the advan- lier, to Burlington and Montreal, we think we cross them and approach their west base, tages of avenues to Rhode Island, Connec- no one can doubt that a railroad to Rutland, it gradually runs almost entirely into quartz. ticut, New Hampshire and Maine. She is and perhaps to Whitehall and Vergennes, is Directly at their west base the quartz meets the limestone of the Otter Creek valley .-At or near this line are the extensive beds My DEAR SIR,-I am obliged to you for of iron ore and manganese, and nearly parup, with a surplus of \$75,000 more than the your paper of the 10th inst., and am glad to allel with the iron ore, west of it, are the see that you have commenced a comparison immense deposits of marble, which give so "It is supposed that this road will be built of the two routes. The distance from Bel-much importance, in connection with its to Bellows Falls, on the Connecticut river, lows Falls to the mouth of White River, by in eighteen months. From thence the Vermont railway will be carried on to Burlington and lake Champlain, and the Ogdensburgh people are now exerting themselves to White River to Burlington, may be shorten. the utmost to complete the line to the lake. ed 5 or 6 miles, by very materially changing perhaps to Onion river. For a distance of When this is done, the Troy Whig says: the line, and going through East Randolph, nearly 60 miles from Dorset to Monkton,

supply of fuel, and the richest soil in New mouth. The great marble range of Vermont England upon the other, furnishing all the commences in Dorset, and passing north Spikes, from 2 to 12 inches in length, and of any form necessaries of life, this will become one of through the whole of Rutland county, terthe most important iron manufacturing regions in the world. These ores are all seconcounty. It can only be delivered cheaply in dary, easily mined, and most of them make excellent metal. The most extensive beds now worked are in Brandon, Pittsford, Chittenden and Wallingford. The Wallingford United States, and present almost every value are incompared to the best spikes in market, ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works, will be prompted to the subscriber at the works will be prompted to the subscriber at the works, will be prompted to the subscriber at the works will be prompted to the subscriber at the works will be prompted to the subscriber at the works will be prompted to the subscriber at the works will be prompted to the subscriber at the works will be prompted to the subscriber at the works will be prompted to the subscriber at the work will be prompted to the subscriber at the work will be prompted to the subscriber at the work will be prompted to the subscriber at the work will be prompted to the subscriber at the work wi ore may properly be called a steel ore, as very riety that fancy or necessity may require. good edge tools have been made directly from the bars, as they were taken from the forge. This bed is but 7 miles from the land, and. I believe, a specimen of the statuasurveyed line; most of the others are yet ry marble from Middlebury. A good deal nearer to it.

Vermont has almost a monopoly in manganese-probably having that mineral in York to Boston. greater abundance than it can be found any where else. This article is chiefly exported; reality, so far as freight is concerned, it will indeed, one of the principal beds in the town be almost as important as Burlington All Great Britain. This important article is dug Vergennes. Most of the iron made in Essex out of the mountains of Vermont, carried to and Clinton counties, N. Y., would come Scotland, and returned to us in the shape of bleaching salts. If the people of Boston, will as opposite that place the ice crossing is not manufacture these salts, they might at safer than almost any where else upon the ja45 least contrive to have the advantage of ex. Lake. From Shrewsbury to Burlington porting the manganese. This mineral is only there is every year a less fall of snow than found on the east side of the Green Moun- between Boston and Lowell. tains, in Plymouth, within four miles of the Rutland route.

all abundant, and of good quality—the mag- six miles in width, the valley of Otter Creek netic, the micareous, and the common se-possesses a yet more productive soil; and condary ore of other parts of the State. In indeed, most of the country between this valthat town, and in Pittsford and Brandon, are ley and Lake Champlain is equally rich. extensive blast furnaces, and in Wallingford, Combining this richness of soil with the Bristol and Vergennes, the forge-fires are in mineral wealth-the iron, murble, and manactive operation.

There is much lime, very white and pure, not air-slacking easily, made in Plymouth. As an evidence of the high estimation in which it is held, I saw in our village to-day, two large wagons loaded with it, on their way to Fitzwilliam, N. II., 65 miles from the kilns, and within 25 miles of Fitchburg.—Plymouth, formerly considered one of the poorest towns in the State, would furnish more freight for a railroad than any five oth-

With the Green Mountains er towns in Windsor county. There is also righted an abundance of very good marble in Ply.

The most property of the results of the on one side, providing an almost unlimited an abundance of very good marble in Ply-This marble section has not yet been fully explored. You have seen some of the Rut-

of Chittenden, near Rutland, is owned in the Lake craft can ascend Otter Creek to

They call the meadows about Northampton the garden of Massachusetts. For fifty In Plymouth are three varieties of iron ore, miles in length, and an average of more than ganese—and you have a country which will There is much lime, very white and pure, furnish enough way-business to pay ten per mon spikes made by the hammer.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ry marble from Middlebury. A good deal of this marble, particularly the Rutland and Danby, is every year sent by Troy and New York to Boston.

Vergennes is a very important point; in the state of the O RAILROAD COMPANIES AND MANmade from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addres-

sed to them, or to us, will be promptly executed.

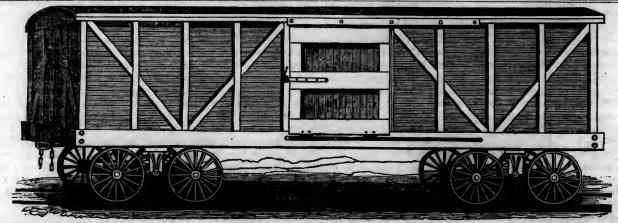
When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent)

are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All orders punctually executed and torwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

# NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. Jackson, Esq., Secretary. TRANSPORTATION COMPANY. Capital, \$2,000,000. ROBERT SCHUYLER, Esq., Vice President. J. WORTHINGTON, Esq., Treasurer.

Leave New York, fool of	DALLY	7.	SUNI	AY.
Courtland street.	A. M.	P. M.	A. M.	P. M.
" Elizabethtown	9, 11, 12 9, 11 9, 11	2, 3, 4 3-4, 6		
Leave New Representation	6 71-9 111-9	834	11 1-2	8 1-2
Elizabethtown	63-4, 7, 81-4, 12 7, 71-2, 81-2, 101-2, 12 71-2, 81-4, 9, 11	3 1-2. 5		9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

### TABLE OF DISTANCES AND FARES.

	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York Newark Elizabethtown Rahway New Brunswick	9 1-4	25 31 1-4	5 1-2	12 1-2	5 1-2	12 1-2	10 1-2	25 12 1-2	22 1-2	50 50

## FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

To THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an-noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretotore offered to the public, The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney

the smoke and steam, and thrown into an outer chamber of the chimner the smoke and steam, and thrown into an outer chamber of the chimner the smoke and steam, and thrown into an outer chamber of the chimner the smoke and steam passing off at the top of the chimner, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Philadelphia, Reading and Pottsville Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Germantown and Norristown Railroad, Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C. W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. Mikee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington, Del.; J. O. Sterns, Sup't Elizabeth town and Somerville Railroad, Maccn, Ga.; J. H. Cleveland, Sup't Southern Railroad, Morris Co., N. J.—Mandiacturers of Railroad Machinery; Wrought Iron Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President R. Railroad Companies wishing to order, will please give the exact inside diameter, the more of the main track rails, being laid down, or removed, without custing of the main tracks. It is not use, preventing their running off the track. It is not use, preventing their running off the track. It is const

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will dispose of single rights, or rights for one or more States, on reasonable to the subscribers will be subscribers will dispose of single rights, or rights for one or more states.

e terms.

** The letters in the figures refer to the article given in the Journal of June, 1844.

| Philadelphia, Pa., April 6, 1844. | ja

Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, ""

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

SAMUEL NOTT, CIVIL ENGINEER, SUR-SPRING STEEL FOR LOCOMOTIVES, veyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill in manufacturing Spring Steel from 14 to 6 inches Sites Towns, Farms, Wild Land, etc., surveyed. in width, and of any thickness required: large quanplans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES.—

COL. James F. Baldwin. Civil Engineer. With great promptitude, at reasonable prices, and the Col. James F. Baldwin, Civil Engineer, with great promptitude, at reasonable prices, and the

quality warranted. Address
IDAN F. WINSLOW, Agent,
ja45 j5a3 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of
smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new,
and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse

1 Upright Hydraulic Press. All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists,

May 12tf Alexandria, D. C.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 21 Broad st., N. York.

MACHINE WORKS OF ROGERS, KETCH-1 um & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

ICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight ber is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective from and Brass Castings of all descriptions. ja451v

TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A M.	P. M.	MILES.	FAR
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	New York	road.]	;;	7, 71, 81, 101, 12, 3	1, 5,	141	31
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# AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

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#### THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the par-ticular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan

the same kind of acci-dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and serious ly injured, if not killed many of the passengers.

Wilm ngton, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. K. e's invention of the Safety Beam Axle and Hub for railroad cars. The have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been

with entire safety. Had not this invention been used, serious accidents must have occurred.

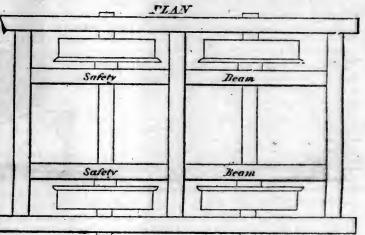
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

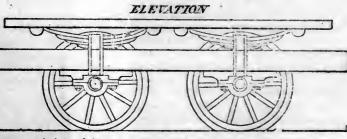
and lives in railroad travelling, and should be used on all railroads in the country.

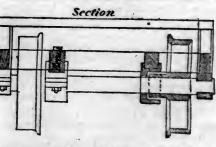
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle. A. & G. RALSTON & CO

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TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

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From 4 inches to I in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T., L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
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TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing

68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 fect, on the same floor with the

pattern shop.

Forge shop, 118 fect long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x45½
feet two stories high, with a shed part 45½x20 feet,
containing a large air furnace, cupola, crane and corn oven.

-a range of buildings for storage, etc., Store house-

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto

ries.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
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RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any nattern and size with Axles fitted also with nected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

W. Mc. C. CUSHMAN, Civil Engineer, Albany, N. Y.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

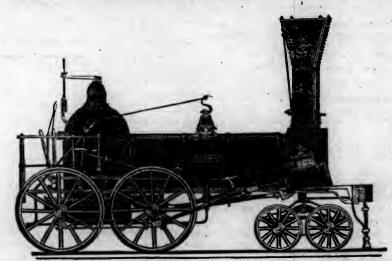
1145 President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS etc. The Subscriber having made importat improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very ad-

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

# LOCOMOTIVE WORKS BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz tions, viz: Class 1,

15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 66 " 66 2. 14 × 20 .. 22 66 3, 141  $\times$  20 " 23 66 " " 121 × 20 66 " 66 11 11 66 5, 111 22 44 101  $\times$  18 6,

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

derived from reading the reports of the "Railway Department of the English Board extent, conflicting interests. of Trade." The gentlemen who compose character, who look at the subject of railway extension with an eye solely to the geone good, in these times of selfish and local Leeds and York. controversies, in relation to rival lines, to pose of giving our readers an opportunity to England. avail themselves of what may be found in them useful in this country.

The subject under consideration is mainly distance to York by the present lines of railway, is 219 miles, and as the crow flies 175½ miles, but by the proposed direct Northern railway, it will be 1851.

The committee oppose connecting it with land, which now has a large amount of bu-The route recommended by the committee is from London to Cambridge, by Ouse, we should have been prepared to bal- be able to send their coal in large quantities the "Northern and Eastern railway," and ance these advantages against any probable down to Goole and Selby, and even into thence to Lincoln, Bawtry, Doncaster, Sel. amount of interruption to the navigation or the north of Lincolnshire. by and York; being somewhat at variance to the traffic upon the railway. But this is with the line projected, which passed through Huntington and Peterborough, and thence Selby and York is not above a quarter or the best means of completing the main line to Lincoln, or Newark and Bawtry, etc., to half a mile, and we are aware of no public of communication to York; and we are glad York.

Midland:

of any new line should open upon the York together to avoid delay and some risk of ac Cambridge and Lincoln, in conjunction with and North Midland Railway, with which so cident. many lines are already in connection, as to rous trains of luggage and passengers using 30 miles from York.

There is much pleasure and profit to be the communication northwards. But the York and North Midland line on a level, effect would be very different of placing a close to the station, where it is most crowd-short link of a few miles at the York end ed, the loss of time could not, under the

coln to York.

and York line crosses that navigable river London and Edinburgh. twice—once near Selby, and again close to York. Where the navigation of vessels the coal traffic from the north, that a

In another respect also, the Direct Northrender delay unavoidable, and collision not improbable. In consequence of the numeable. It is the only one of the proposed The most important of these are the this line, nearly two hours are sometimes mendation of the Commissioners above quot- Lincolnshire with the Manchester and occupied in passing over a little more than ed, and which avoids all interference with Sheffield, the Manchester and Leeds, and "We may add, that the position of the an independent station for York, at a con- with the coal fields and manufacturing dis-York and North Midland line as part of the venient spot upon the Tadcaster road, a tricts. existing link of communication, with which short distance from Micklegate, and thence Tal a new eastern line between London and crosses with the main line over the York find no fewer than five schemes proposed, York would compete, renders it peculiarly and North Midland Railway, running into undesirable that any portion of this latter line should be dependent upon a small length of the former. In the case of the Northern arrangement for all through traffic from the wards. and Eastern line, the adoption of which to north are obvious, since trains may thus be Cambridge we have recommended, the most run past York with no more stoppage than the conclusions at which we have arrived, thorough identity of interest exists between is required at an ordinary first-class station; and the leading results, with reference to a it and the proposed new lines for completing while in case the whole traffic had to cross great national system of railway communi-

of this great scheme, under the control of a most favourable circumstances, amount to company having distinct, and to a certain less than 20 minutes or half an hour. With the prospect of a great increase of traffic in "For these reasons, we conclude that the the already crowded York station, from the this department, or committee, appear from chain of communication from London to opening of the Scarborough and other lines, their reports to be men of intelligence and Lincoln, should be completed by a direct and with the collision of interest that must, and independent line northwards from Lin- to a certain extent, be expected to prevail among some of the companies using that "The only two schemes, as we have said, station, and whose rails are proposed to be neral good of the people at large -not as in which present themselves for this purpose, crossed on the level, it appears to us that terested parties, or partizans-and it does are the direct Northern, and the Lincoln, such an arrangement would be in the highest degree inconvenient and even dangerous. "The former scheme has the advantage of having, as it is stated to us, a subscription rangements upon great lines of through comread their reports. We shall therefore make deed executed for £4,000,000 of capital, and munication have been already felt; and one occasional extracts from them, for the purther requisite deposits lodged in the Bank of of the great objects proposed by the Trent ngland.

Valley line now before Parliament, is to get rid of the delay incurred at Birmingham in ation, there are other reasons which make the journey between London and Liverpool it obvious that a preference must be given and London and Manchester. With such to the line of the Direct Northern. This instances before us, it appears to us that it for "the extension of railway communica- line keeps on the west of the river Ouse, would be unwise to incur voluntarily a simtion between London and York"—and thence and thus avoids the necessity of having any ilar interruption of an aggravated character northward, of course, into Scotland. The swing-bridges, while the Lincoln, Leeds, in the great line of communication between

with fixed masts is not considerable, we are through communication with the country to not disposed to think that the existence of the south of York should be afforded without a swing-bridge, under proper regulations the necessity of passing the waggons across other roads, or rather with the North Mid. and arrangements, is a very serious object the other lines, and interfering with their tion, and if any considerable advantage in passenger and goods traffic. With such a respect of distance or otherwise had been communication it is confidently anticipated

For these reasons we have arrived at the not the case in the present instance; the conclusion that the line of the Direct Northdifference of length of the two lines between ern, north of Lincoln, affords decidedly advantage whatever which is attained by to be able to state that the parties themselves The committee thus speak in relation to keeping on the east side of the river. This have taken this view, and that the Direct the proposed connection with the North being the case, there can be no doubt that Northern Company have stated their readithe swing-bridges are in themselves a de- ness to enter into arrangements by which, cided objection, since, under the most fa. in the event of Parliament considering that "We consider it improper that the traffic vourable circumstances, it is impossible al. the Cambridge route should be adopted, the the northern portion of the Direct Northern. would be presented as an integral scheme

> The most important of these are the lines schemes which complies with the recom- proposed for connecting the main line and existing lines at York. It proposes to form the Midland Railways, and through them

Taking Sheffield as the first point, we

We now proceed to recapitulate briefly

mitting for the consideration of Parliament the other passengers, shall be given to the is afforded for such of the agricultural prothe recommendations contained in this re-third-class passengers.

coln and northern portion of the direct traffic, at times best suited to the con- ing districts. northern lines, in connection with the line venience and interests of the intermediate of the northern and eastern, which will population. shortly be opened to Cambridge, and with the Tottenham and Farringdon street Ex-per ton per mile, and fish, by first-class trains, tension, will afford an integral and indepen- at 4d., and by third-class trains, at 3d. per dent trunk line to the north, which, having ton per mile." regard to gradients, is probably as short, in point of time, as could possibly be con-vantages to the public in the most perfect structed, with a first-rate metropolitan termi-confidence that they are justified in doing nus; passing through the principal towns on so, commercially, speaking. the eastern side of the kingdom between London and York, by the route, the first Lincoln Company has been taken at an avstage of which has been already sanctioned erage of 1½d. per passenger per mile; 1¼d. by Parliament, and which has been always per ton, or 1¼d. per quarter per mile on

portion as far as Cambridge, and from the on wool, coals and general merchandise, and extreme facility of execution of the remain- it shows a profit of 9 per cent. on the estider, all the public advantages that can rea- mated capital. sonably be anticipated from economy of There appears, therefore, no reason to construction will be insured. The comple- doubt that a tariff of charges somewhat simtion of the whole undertaking within a mod-ilar to the above might be safely and fairly erate period, and whatever may be the state enforced, with ample provision for securing of the money market, or rise in the price of good accommodation for all classes of paslabour and iron, may, from this cheapness of sengers, and also for securing the running of construction, be rendered certain by the in- one or two quick trains daily, between Lontroduction of proper clauses. The existence don and York, at whatever speed was of the undertaking in a state of indepen- adopted upon other railways, or was consistdence, affording to the public whatever ben- ent with safety, which would certainly reduce efits may be justly expected to result from the time of the journey to less than six hours. the existence of a second trunk line from the case if an expensive line were sanction-would indirectly extend an influence over sustaining competition. At the same time no system. A fair participation, also, in whattal that has been invested (hitherto unproand Midland lines.

secure by legislative provisions a lower sys- for the future. tem of fares and charges, and greater advan-

offers into effect.

clauses into their act, binding themselves to less. carry passengers at the following rate:-

trains per day each way between London suming markets-viz., the metropolis and and York; that the carriages shall be prop- the manufacturing districts, an inspection and that all the ordinary attentions and tion we have recommended.

cation, which we have had in view in sub-privileges as to baggage, &c., afforded to

The adoption of the Cambridge and Lin-trains for the accommodation of the local of Wakefield, and thence to the manufactur-

"To carry coals at seven-eighths of 1d.

And they state that they offer these ad-

The traffic estimate of the Cambridge and

The advantages resulting from the estab-London northwards, and from the indirect lishment of such a system of low charges effects of competition, will be also rendered would not merely be confined to the railway much more probable than could possibly be in question between London and York, but ed, less capable of carrying at low fares and many other parts of the general railway thing will be created that can be considered as ever further advantages might result from unfair and injurious competition, or that will the increase of traffic and population, or tend to depreciate the large amount of capi- from increased economy in working, owing to further improvements, would be secured ductively) in the existing eastern counties to the public by the operation of the option of revision, which, in this case, owing to The extreme cheapness of construction of the smallness of the original outlay, would examination of which should be altogether the new lines from Cambridge to York will hold out an unusual prospect of becoming reserved to the Houses of the Legislature." render it both practicable and equitable to the means of insuring important advantages

tages than have hitherto been contemplated. would be, that first-class passengers would with a view to the information and assist-Indeed, the parties themselves voluntarily be enabled to travel from London to York ance of Parliament in forming a judgment offer such advantages, and, what is more for a charge not exceeding 30s., or 35s., in upon the schemes in question, in so far as material, are in a condition to carry their a time not exceeding six or seven hours, our Report may be available for that purpose, while passengers, to whom economy was an The Direct Northern Company have sta- object, would be conveyed in comfortable understood that we have arrived at these reted their intention of offering to introduce covered carriages at charges proportionably

With regard to the other main object, that of affording a ready communication regard for private rights and interests: between the great food-producing districts of "To run at the least two third-class the east of England, and the great food-con-

By the last mentioned line a ready access duce of the east as may have been collected "To run, besides the through trains, short by water conveyance to the great entrepot

It would be difficult to overrate the advantages that may be expected to result from the establishment of a system under which coals shall be carried over all this scheme of railways at rates not exceeding (except for short distances) 3d. per ton per mile for toll and locomotive power, a rate which is already adopted on the Midland Railway, and which might, under the circumstances of the lines in question, be very properly enforced. The best Derbyshire. and Yorkshire coals could thus be brought even to the metropolis at rates which would allow of their being sold at prices little, if at considered as the most natural and desira- corn and flour; 1d. per head per mile on all, exceeding 20s. per ton, while they would fat cattle, and one fifth of 1d. per head per be disseminated over the whole of the mid-By this line, from the completion of the mile on sheep; with rates low in proportion land and eastern agricultural districts at prices proportionably less, according to the reduced distance.

> The benefits thus conferred on these districts, in addition to those resulting from the means of cheap and expeditious intercourse for passengers, and for the transport of corn, cattle, and other agricultural produce, being afforded in every direction, and to all the principal markets of the kingdom, would, we are convinced, be of the greatest importance-and it appears to us, that by the combination of schemes which we have described, these great objects would be attained as securely, as completely, and as economically as it is possible to expect, and much more so than would be the case if any of the other combinations which now présent themselves should be preferred.

In conclusion, we beg to draw attention to the passage of the Fifth Report of the Select Committee of last year, in which it is stated, in recommending that Reports should be made to Parliament by this department upon railway schemes-

"That no such Report should be held to prejudice the claims of private persons, the

In submitting to Parliament, in conformity with the recommendations of that Com-In the mean time, however, the result mittee, the results at which we have arrived, we are anxious that it should be distinctly sults solely upon public grounds, and to the exclusion of all considerations how far such results might require to be modified by a due

Applicants for new railways in England are willing to accept charters with greatly erly seated and covered in, and the passen of the map will show that very complete reduced rates of fare and freight, as comgers completely protected from the weather, provision is made by the lines whose sanc. pared with previous charters granted, as will be seen from the two following statements, apath's Journal of 26th April.

public at the following maximum charges :-

Passengers, 1st class, 2d. per mile. 2d " 11d.

3d " 1d.

Coal, minerals, &c..1d. per ton per mile. Cotton, wools, sugar, &c. . . . 21d.

Manufactured goods.....3d. and are also willing that a clause should be inserted in their bill whereby the power of revision vested in the Government by the Act 7 and 8 Vict. c.85, s. 1, should come into operation immediately on the profits of the railway amounting to 10 per cent., instead of at the expiration of 21 years from the passing of their act.

The Birkenhead, Manchester, and Chesh ire Junction Railway Company offer to bind themselves in their act to a maximum tariff for

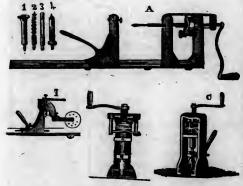
1st class passengers.....2d. per mile 2nd ditto.....11d. 3rd ditto.....1d.

Two trains of the third class to run at the ordinary speed.

Coals and minerals to be carried 1d. per ton per mile.

[For the American Railroad Journal.]

JOHN R. GROUT'S SELF-FEEDING FRICTION DRILL FOR DRILLING IRON AND OTHER METALS.



of two forms of my friction drill, for drilling place of taking it up and getting it punched. iron and other metals, of which I have It is 8 inches in height to the top of the made some mention to you. A is the bench frame, and weighs 10 lbs. The frame is form for the general purposes of the black- cast iron, and consists of two standards, Grout, 27 Stanton street, who will dispose smith. The frame consists of a bottom connected by a plate at top, by a bar 21/2 plate with a sliding poppet-head and two inches below the plate, and by a bolt  $2\frac{1}{2}$ fixed standards. These two standards are inches below the bar. The right hand standconnected at top by a bar which extends and is connected with the plate by a joint; ing a screw cut on it and playing through mandril passes down through the centre of quarter.

next to the spring is undulating, or made with held between them. force. The drill is self-feeding by the use finds it loose. simply of the spring and nut, thus constructed and operated; it is set to any feed the right-hand standard removed. by simply turning the thumb-screw; it is self I sell the drill at \$8, or at that rate for hollow auger for tenoning spokes; fig. 2, a to five months. the poppet-head, and has all the motions ne- with it. Very respectfully, &c. cessary for its purposes.

C is the railroad form of the drill, and is I herewith send you the engraved plates used for drilling the flat bar on the track, in

which we copy from the Supplement to Her- the other standard without touching it. On the plate and bar and bolt, and receives in the screw part there is a nut, one face of the lower end of it a bit so formed as to cut The promoters of the Bolton, Wigan, and which bears against the latter standard or through the iron for the body of the spike, Liverpool line, have offered to secure the an intervening washer, and the other face and at the same time countersink for the usual accommodation and advantages to the is acted on by a friction spring. The spring head. The nut and spring and thumbscrew is connected to the bar at top, and is acted are formed and operate precisely as in the on at its lower end by a thumb-screw, which bench drill. To put the drill on the bar, taps into the standard next to the arm. The turn off the tightening nut, swing out the spring is elliptical in form, receives the man-right-hand standard till the bar is taken into dril through it, and equals in width the di- the jaws, then draw the standards together ameter of the nut. The face of the nut with the tightening nut, till the bar is fast The drill is then four high parts and four low ones, passing worked as in the bench form of it. If the smoothly into each other at equal distances, bar is not sufficiently up from the rail to the high parts, only, in revolving the nut, enter the jaws, it is readily raised for that touching the spring. The nut inclines to purpose. This drill is found to be a most revolve with the mandril, and does so re. useful little tool on flat bar roads. The volve, if not acted on by the spring; but hole which it makes in railroad iron, the when the spring is brought to bear against quality of which is usually poor, is better it by the action of the thumb-screw, its than the punched hole; and it can be made motion is retarded,—the friction of each and the bar spiked with a saving of at least high part, in passing over the convex part four-fifths of the cost of taking the bar from of the spring, stopping it for an instant. In the track, getting it punched, &c. It is each of these retardations of the nut, the much saving also in preserving the iron and mandril advances through it, and presses its the wood rail, it being a means in the hands bit into the object to be drilled against the of the repairer which enables him to fasten poppet-head, with any required degree of down the iron without delay whenever he

D is a sectional view of this drill, having

regulating in its feed, which preserves the any number, and the right of using it for bit; and it requires only the reverse motion \$2 per mile of road. I have the testimony of the mandril to withdraw the bit. In place of the superintendents of several roads, that of the bit, which the cut shows in the man-its use has proved a saving to them of its dril, the mandril receives fig. 1, which is a cost and the cost of the right, in from four

common auger for boring; and figures 3 and I make the drill in several forms besides 4, chisels for morticing hubs and other stuff those here shown. The parts by which the -to all of which purposes the machine is feeding action is obtained are so simple and minutely adapted. I is the frame for hold-compact, that the drill may be made in any ing the hub in morticing it. It attaches to form which is adapted to the work to be done

J. R. GROUT.

Birmingham, Oakland Co. Mich.

Models of the above improvements may be seen at the office of the R. R. Journal, 23 Chambers street, where further information may be obtained, or of Mr. Paul of the drill and patent as agent for the in-

ENGLISH RAILROADS.—One of the last out from them, and dropping down, forms with the bar, by a pin in the end of the bar, London papers states that the aggregate rean arm parallel with them. The mandril setting into it; and with the bolt, by the lat. ceipts, since the first of January, on the passes through the standards and arm, one ter passing through it and receiving a tight- principal public railways, amount, in round third of it at each end being round and ening nut on the outside of the standard. numbers, to £1,210,000, while last year it bearing only in the arm and standard far. The foot of each standard is made with a only reached £1,054,000, being an increase thest from the arm, the middle portion hav- jaw for receiving the iron to be bored. The of £156,000 or about \$780,000, on the

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Sheffield and Manchester.  South Eastern.  Faff Vale.  Ulster.  Yarmouth and Norwich.  York and N. Mid. and Leeds and Selby  Steam and Mts  NAME OF COMPANY.  Anglo Mexican Mint	19 88 30 25 20½ 28 seells a't. of, are. 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 <b>ancous.</b> Amount p paid. 10	311.759 1,530,277 154,785 20,000 62,500 167,500	9 951,455 7 3,464,172 5 950,000 0 348,626 0 230,250 0 676,644  Last price. 5 151 2 7 27	11,895 40,993 8,509 5,401 27,132 27,132 Mor Mel	7,066 14,876 8 14,886 18,414 13,856 2 55,752 NAME Of ghborou mmouths ton Movesey and	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 329 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000	Centra Lyons Orlean Paris Paris Paris Paris Paris 1421 100 100	gne and and Aris, Tour and Lycand Orland Roll Amount paid.	Amien ance vignon . s & Borons eans uen   Div.p.c. per ann.   70   10   10   10   21	deaux 2 deaux 2 Last price. 1140 117 15	,280,0 2,400,0 2,000,0 2,500,0 ,600,0 ,400,0 Prese price
Sheffield and Manchester. South Eastern. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint. 10,000 Australian Trust Company General hteam Navigation Git Western Steam Pa.	19 88 30 25 20½ 28 scells a't. of hare.	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 paid. 10 181 35 14	311.759 1,530,277 154,785 20,000 62,500 167,500	951,455 73,464,172 590,000 0 348,626 0 230,250 0 676,644	27,132  27,132  ant Lou Mor Mel Mac Nea	7,066 14,876 81,482 18,414 13,856 NAME Of ghborou mouths ton Mov sey and celesfield	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh eire vbray	nihil. nihil. 2 2 0 6 5 0 5 1 6 nihil. 10 0 0	82 93 50 39 100 55 29 37 16 25 50 100 Num. of shares. 70 2,409 3,000 247	Centra Lyons Orlear Paris Paris Paris Paris Am't. of share 1421 100 100 100	gne and all of Fr and A say, Tour and Ly and Orl and Roward I was a say and I was a say a	Amien ance vignon . s & Boreons eans en per ann. 70 10 10 21 17	deaux 2 deaux 2 Last price. 1140 160 117 15 365	280,0 2,400,0 2,500,0 2,500,0 ,600,0 ,400,0 Prese price
Sheffield and Manchester.  South Eastern.  Ulster.  Yarmouth and Norwich.  York and N. Mid, and Leeds and Selby  Steam and Mis  NAME OF COMPANY.  Anglo Mexican Mint.  Anti Dry Rot.  Australian Trust Company General hteam Navigation Git Western Steam Pa.  Metropolitan Wood Pav.  15,000  16,000  17,000  18,000  19,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000	19 88 30 25 201 28 cells a't. of hare. 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,032,500 2 meous. Amount D paid. 10	311.755 1,530,277 154,785 20,000 62,500 167,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,50	9 951,455 73,464,172 6 590,000 1 348,626 230,250 1 676,644	27,132  ont   Lou   Mor   Mer   Mac   Nea   Oxfo	7,066 14,876 18,1482 18,114 13,856 NAME 0 ghborou mouths ton Mov sey and cclesfield th	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gheire vbray Irwell	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 829 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000 217 1,786	Centra Lyons Orlear Paris Paris Paris Paris Paris 142‡ 100 100 100 100	gne and all of Fr and A says and Lycand Orland Romand Roma	Amien ance vignon . s & Boreons eans vuen 70 10 10 10 12 17 30	ss12 deaux 211 Last price. 1140 160 117 15 365 505	,280,0 ,400,0 ,000,0 ,500,0 ,600,0 ,400,0  Prese price  160  117  15  365
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   Vork and N. Mid. and Leeds and Selby   Steam and Mts	19 88 30 25 201 28 scells a't. of hare. 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,062,500 Paid. 10 . 18½ 35 . 14 100 .	311.755 1,530,277 154,785 20,000 62,500 167,500 107,500 107,500 107,500 110 110 110 20,000 110 110 110 110 110 110 110 110 11	951,455 73,464,172 73,464,172 590,000 1348,626 230,250 1676,644  Last rice. price. price. 15½ 24 41 75 56 61 11	11,895 40,993 8,509 5,401 27,132 27,132 Mor Mer Mac Nea Nea Nea Reg	7,066 14,876 18,1482 18,144 13,856 NAME Of ghborou mmouths ton Mov sey and celesfield th	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh eire vbray Irwell	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 29 37 16 25 50 50 100 Num. of shares. 70 2,409 255 500 3,000 247 1,766 21,418	Centra Lyons Orlean Paris Paris Paris Paris 1424 100 100 100 100 100 100	gne and all of Frank All of Fra	Amien ance vignon . s & Bore ons eans ens Div. p.c. per ann. 70 10 10 10 2½ 17 30 2½	deaux 2 deaux 2 Last price. 1140 160 117 15 365 505 25	2,280,0 2,400,0 2,500,0 2,500,0 400,0 117 15 365
Sheffield and Manchester.   South Eastern.   Faff Vale.   Ulster.   Varmouth and Norwich.   Vork and N. Mid, and Leeds and Selby	19 88 30 25 201 28 scells 0  0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 ancous. Amount paid. 10 18\frac{1}{3}5 14 100 6 1 50	311.755 1,530,277 154,785 20,000 62,500 167,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,50	9 951,455 73,464,172 73,464,172 950,000 1 348,626 230,250 1 676,644 27 151 27 1 27 1 65 1 4 65	27,132 27,132 27,132 Mori Mer Mac Nea Nea Reg Shr	7,066 14,876 18,1482 18,114 13,856 NAME Of ghborou mouths ton Mov sey and celesfield th ord	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh. eire. vbray . Irwell.	nihil. nihil. 2 2 2 6 5 5 1 8 nihil. 110 0 0	82 93 50 39 100 55 29 37 16 25 50 100 Num. of shares. 70 2,409 21,786 21,786 21,786 500	Centra Lyons Orlean Paris Paris Paris Paris Paris 1424 100 100 100 100 100 100 100	gne and all of Fr and A s., Tour and Lycand Orland Roward I 100 100 100 100 33 1125	Amien ance vignon . s & Borrons eans	S 1 2 deaux 2 deaux 2 1 Last price. 1140 160 117 15 365 505 25 120	,280,(0,400,00,000,000,000,000,000,000,000,
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid, and Leeds and Selby	19 88 30 25 201 28 scells 0  0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 Amount paid. p 10 18\frac{1}{35} \cdot \frac{1}{14} 100 \cdot \frac{6}{1} 50 \cdot 40	311.755 1,530,277 154,785 20,000 62,500 62,500 167,500 107,500 10 10 2 2 5 5 7 6	9 951,455 73,464,172 6 590,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132 27,132 Met More Mac Nea Nea Nea Shre Shre	7,066 14,876 18,1482 18,1482 18,141 13,856 NAME Of ghborou nmouths ton Movesey and coelesfield thord	0 10 6 1 0 0 0 15 0 2 10 0 2 10 0 gh. eire. wbray. Irwell.	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 29 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000 247 1,786 21,418 500 800	Centra Lyons Orlean Paris Paris Paris Paris 1424 100 100 100 100 100 100 125 125 125	gne and all of Francis, Tour and All of Francis, Tour and Lycand Orland Row Amount paid.  1421 100 100 100 100 100 125 150	Amien ance vignon s & Boreons eans uen 70 10 10 10 10 17 30 21 6 71	S 1 2 deaux 2 1 1 Last price. 1140 160 117 15 365 505 25 120 123	,280,(2,400,02,000,000,000,000,000,000,000,000
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint. 10,000 Anti Dry Rot. 10,000 Australian Trust Company General hteam Navigation Git Western Steam Pa. Metropolitan Wood Pav. Patent Elastic Pav. 10,000 Peninsular and Oriental 11,493 50 10tto. 3,200 10	19 88 30 25 201 28 scells it. of hare. 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,0032,500 2 ancours. Amount D paid. 10 . 18\frac{1}{2} 35 14 100 . 6 1 5 0 40	311.755 1,530,277 154,785 20,000 62,500 167,500 167,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,50	9 951,455 73,464,172 73,464,172 950,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132 27,132 Mel Mor Mac Nea Oxfi Reg Shr Staf	7,066 14,876 18,1482 18,114 13,856 155,752 NAME Of ghborou mouths ton Mov sey and celesfield th ord ents or I opshire erset co ford and	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh eire. wbray. Irwell.	nihil.   nihil.  2 2 2 6   6 5 0  5 1 8   nihil.  10 0 0	82 93 50 39 100 55 329 37 16 25 50100 Num. of shares. 70 2,409 250 3,000 247 1,786 21,418 500 800 700	Centra Lyons Orlean Paris Paris Paris Paris Paris Paris 142 100 100 100 100 100 100 100 100 100 10	gne and all of Fr and A's, Tour and Lycand Orland Rovers 100 100 100 100 100 125 125 125 125 125 125 125 125 125 125	Amien ance vignon s & Boreons eans elem   Div.p.c. per ann.   70   10   10   10   17   30   21   6   71   25	Last price. 1140 115 365 505 25 120 123 480	,280,(2,400,02,000,000,000,000,000,000,000,000
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby   Steam and Mts	19 88 30 25 201 28 ccells 0 0 0 0 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,062,500 2 meous. Amount D paid. 10 . 18\frac{1}{2} 35 . 14 100 .	311.755 1,530,277 154,785 20,000 62,500 167,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,50	9 951,455 73,464,172 73,464,172 9 590,000 0 348,626 0 230,250 0 676,644	11,895 40,993 8,509 5,401 27,132 27,132 Met Mac Mac Nea Staff Shre Staff Shre	7,066 14,876 18,414 13,856 18,414 13,856 NAME Of ghborou mouths ton Mov sey and celesfield th ord ents or I opshire ford and wsbury.	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh eire. wbray Irwell.	nihil.   nihil.  2 2 2 6  6 5 0  5 1 8   nihil.  10 0 0	82 93 50 39 100 55 29 37 16 25 50 50 100 Num. of shares. 70 2,409 255 500 3,000 21,418 500 800 700 500	Centra Lyons Orlean Paris Paris Paris Paris 1424 100 100 100 100 100 100 100 100 100 10	gne and all of Fr. and Ars, Tour and Lycand Orland Roll and Roll 100 100 100 100 33 125 150 140 125	Amien ance vignon s & Borrons eans ven 70 10 10 10 21 17 30 21 6 71 25 12	S 1 2 deaux 2 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   York and N. Mid, and Leeds and Selby	19 88 30 25 20 20 20 30 20 20 30 20 20 30 20 20 30 20 20 30 20 30 20 30 20 30 20 30 30 30 30 30 30 30 30 30 30 30 30 30	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500  Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100 60	311.755 1,530,277 154,785 20,000 62,500 167,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,500 107,50	9 951,455 73,464,172 73,464,172 950,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132 27,132 Mor Met Mor Met Mor Met Som Staf Shre Stor	7,066 14,876 18,148 18,141 13,856 NAME Of ghborou amouths ton Mov sey and celesfield th ord eents or I opshire eerset co ford and ewsbury arbridge	o 10 6 1 0 0 0 15 0 2 10 0 F COMPA gh. eire. wbray. Irwell	nihil. nihil. 2 2 0 6 5 1 8 nihil. 110 0 0	82 93 50 39 100 55 29 37 16 25 50100 Num. of shares. 70 2,409 247 1,786 21,418 500 800 700 500 300 300	Centra Lyons Orlean Paris Pari	gne and all of Fr. and All of Fr. and All of Fr. and Lyand Orland Roward Orland Roward 1421 100 100 100 100 100 100 100 125 150 140 145	Amien ance vignon . s & Borrons eans uen 70 10 10 10 10 12 17 30 21 6 71 25 12 11	Last price. 1140 115 365 505 25 120 123 480	,280,(2,400,02,000,000,000,000,000,000,000,000
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby    Steam and Mis.   Steam and Mis.   NAME OF COMPANY.   Num. of shares.   Shares.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,0	19 88 30 25 201 28 30 201 28 30 201 201 10 00 00 00 00 00 00	1,150,000 2,996,000 465,000 1519,150 187,500 1,002,500  Amount paid. 10 18\frac{1}{2} 35 14 100 6 1 50 40	311.755, 1,530,277 154,785 20,000 62,500 167,500  10	9 951,455 73,464,172 6 590,000 9 348,626 9 230,250 9 676,644	11,895 40,993 8,509 5,401 27,132	7,066 14,876 18,414 18,414 13,856 NAME Of ghborou nmouths ton Mov sey and celesfield thord ord tents or I opshire tents or I opshire	0 10 6 1 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 0 15 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Sheffield and Manchester.   South Eastern.   South Eastern.   South Eastern.   South Eastern.   Starmouth Eastern.   Starmouth and Norwich.   Steam and Mis	19 88 30 25 201 28 201 28 201 10 00 00 55	1,150,000 2,996,000 465,000 1519,150 187,500 1,062,500  Amount paid. 10 18\frac{1}{2} 35 14 100 6 1 50 40	311.755, 1,530,277 154,785 20,000 62,500 167,500  10	9 951,455 73,464,172 6 590,000 9 348,626 9 230,250 6 676,644	11,895 40,993 8,509 5,401 27,132  27,132  Met Mor Mes Nea Oxfa Reg Shra Staf Shra Stor Stor Stor	17,066 14,4876 18,414 13,856 18,414 13,856 Solvential of the solvential of the solve	0 10 6 1 0 0 0 15 0 2 10 0 F COMPA gheire wbray Irwell Uoncon	nihil. nihil. 2 2 2 6 5 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 329 37 16 25 50 100 Num. of shares. 70 2,409 25 500 3,000 21,418 500 800 500 500 500 500 500 50	Centra Lyons Orlean Paris Pari	gne and all of Fr. and All of Fr. and All of Fr. and Lyand Orland Roward Orland Roward 1421 100 100 100 100 100 100 100 125 150 140 145	Amien ance vignon	S 1 2 deaux 2 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 .	250,(400,(400,(400,(400,(400,(400,(400,(4
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   Vork and N. Mid, and Leeds and Selby	19 88 30 25 220 28 30 28 30 28 30 10 00 00 00 00 00 00 00 00 00 00 00 00	1,150,000 2,996,000 465,000 1519,150 187,500 1,062,500  Amount D paid. 10 181 35 14 100 6 1 50 40 100 60 5 71 50	311.755 1,530,277 154,785 20,000 62,500 167,500  iv. p.c.   1 per ann.   1 1 3 10	9 951,455 73,464,172 6 590,000 9 348,626 9 230,250 9 676,644	11,895 40,993 8,5401 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 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27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27,132 27	7,066 14,876 14,876 18,414 13,856 18,414 13,856 NAME Of the service of the servic	o 10 6 1 0 0 0 15 0 0 15 0 2 10 0 F COMPA gh eire wbray Irwell I Worces Why & R	nihil. nihil. 2 2 0 6 5 1 8 nihil. 110 0 0 NY.	82 93 50 39 100 55 29 37 16 25 50100 Num. of shares. 70 2,409 21 1,768 20 800 700 500 300 200 533 3,768	Centra Lyons Orlean Paris Pari	gne and all of Fr. and Ass, Tour and Lycand Criand Roll of the country and Crist 100 100 100 100 100 125 150 150 125 145 145 150 100 100	Amien ance vignon. s & Borons (Div. p.c. per ann. 70 10 10 10 10 17 30 21 17 25 12 14 19	s 1 2 deaux 2 1 1 1 1 1 1 1 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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Wilster.   Steam and Mis.   Steam and Mis.   Steam and Mis.   NAME OF COMPANY.   Steam and Mis.   Anglo Mexican Mint.   10,000   10,000   Australian Trust Company   South Western Steam Pa.   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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Warmouth and Norwich.   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Steam and Mis   NAME OF COMPANY.   Num. of   Shares.   Shares.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000	19 88 30 25 25 20 1 28 25 20 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,002,500  ancous.  Amount paid. 10 18\frac{1}{35} 14 100 6 1 50 40 100 60 5 7\frac{1}{3} 50 100 av.	311.755 1,530,277 154,785 20,000 62,500 62,500 167,500 11 11 11 11 10 2 2 5 5 7 6 10 10 10 10 10 10 10 10 10 10	9 951,455 73,464,172 73,464,172 950,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132  27,132  Met Mor Mer Mac Nea Shr Shr Stor Stor Stor Stor The Tha	17,066 14,876 14,876 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 13,856 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,856 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18,414 18	0 10 6 1 0 0 1 0 0 1 0 0 2 10 0 2 10 0  F COMPA gheire. wbray. Irwell. I Worces Vhy & R. Mersey. d Medwa	nihil. nihil. 2 2 2 6 5 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 29 37 16 25 50 100 Num. of shares. 70 2,409 20 21,418 500 800 700 500 3,000 21,418 500 800 700 500 800 700 500 800 700 500 800 800 800 800 800 800 8	Centra Lyons Orlean Paris Orlean Paris Paris Paris Paris Paris 100 100 100 100 100 100 100 125 150 150 150 150 191 100 100 100 100 100 100 100 100 10	gne and al of Fr and A s, Tour and Ly and Cri and Ly and Cri and E s s s s s s s s s s s s s s s s s s	Amien ance	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10	,290,6 ,400,6 ,500,6 ,500,6 ,600,6 ,400,6 ,400,6 ,117 ,15 ,365 ,25 ,120 ,123 ,480 ,360 ,360 ,360 ,360 ,360 ,360 ,360 ,36
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   Yarmouth and Norwich.   Steam and Mis   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Num. of shares.   Anglo Mexican Mint.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,	19 88 30 25 201 28 20 10 10 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500  ancours.  Amount p 10 18\frac{1}{3} 35 14 100 6 1 150 40 100 60 5 7\frac{1}{5} 50 100 100 79	311.755 1,530,277 154,785 20,000 62,500 62,500 167,500 110 110 20 20 310 20 100 100 100 100 100 100 10	9 951,455 73,464,172 73,664,172 0 676,644	11,895 40,993 8,509 5,401 27,132 27,132 27,132 Mor Met Mor Mac Nea Oxfa Staf Shra Stro Stro Stro Stro Stro Stro Stro Stro	7,066 14,876 14,876 18,414 13,856 18,414 13,856 NAME Of the second mouths ton Moves and celesfield the cents or I popshire conford and exwisters and water and a manes and arrwick aurwick aur	F COMPA gh Loncon al Worces Why & R. Mersey d Medwa and Birmi and Napto	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.  ail Av. y. nghain.	82 93 50 39 100 55 29 37 16 25 50 100 Num. of shares. 700 2,409 255 500 3,000 247 1,786 21,418 500 700 503 303 303 305 305 306 8,141 506 8,141 506 806 806 806 807 807 807 808 808 809 809 809 809 809 809	Centra Lyons Orlean Paris Pari	gne and al of Fr and A s, Tour and Ly and Cri and Ly and Cri and Ly and Cri and I so	Amien ance	S 1 2 deaux 2 deaux 2 1 1 Last price. 1140 160 117 15 365 505 25 120 123 480 360 3 240 30 495 10 167 1122	280,6,280,6,400,0,000,0,000,0,0,0,0,0,0,0,0,0,0,
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Warmouth and Norwich.   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Num. of shares.   Shares.   10,000   10,000   Australian Trust Company   Steam Pa.   10,000   16   16   16   16   16   16   16	19 88 30 25 201 28 ccells are. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500  ancous.  Amount p paid. 10 18\frac{1}{2} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{2} 50 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 .	311.755 1,530,277 154,785 20,000 62,500 62,500 167,500  10	9 951,455 73,464,172 6 590,000 9 348,626 9 230,250 9 676,644	11,895 40,993 8,5401 27,132 27,132 27,132 Met Lou Met Mac Nea Nea Nea Stro Stro Stro Stro Stro Stro Stro Stro	7,066 14,876 14,876 18,414 13,856 18,414 13,856 NAME Of ghborou nmouths ton Movesey and celesfield th	D 10 6 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 29 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000 247 1,786 21,418 500 300 503 3,000 503 3,000 503 3,000 503 3,000 503 3,000 503 3,000 503 3,000 503 3,000 503 504 505 605 605 605 605 605 605 605	Centra Lyons Orlean Paris Pari	gne and al of Fr. and Ass, Tour and Lycand Criand Roll and Roll an	Amien ance	S 1 2 deaux 2 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,290,(400,400,600,600,600,600,600,600,600,600,
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   York and N. Mid, and Leeds and Selby    Steam and Mis   NAME OF COMPANY.   Num. of shares.   Shares.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,0	19 88 30 25 201 28 ccells are. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,002,500  ancous.  Amount paid. 100 6 1 50 40 100 60 5 71 50 100  av. 100 79 100 100	311.755, 1,530,277 154,785 20,000 62,500 167,500  10.	0 951,455 73,464,172 73,464,172 950,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132  Control Mer Mac Nea Nea Nea Shr Shr Staf Shr Stor Stor Stor Stor Stor Stor Stor Sto	7,066 14,876 14,876 18,414 13,856 18,414 13,856 NAME Of the second	o 10 6 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.  Ster	82 93 50 39 100 55 329 37 16 25 50 100  Num. of shares. 70 2,409 250 3,000 247 1,786 21,418 500 800 533 3,768 2,600 8,141 5,000 8,144 5,000 4,433	Centra Lyons Orlean Paris Pari	gne and al of Fr and A s, Tour and Ly and A look and Cri and C	Amien ance	S 1 2 deaux 2 2 deaux 2 1 1	280,(400,(400,(400,(400,(400,(400,(400,(4
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   York and N. Mid, and Leeds and Selby	19 88 30 25 201 28 30 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500  ancous.  Amount paid. 10 18\frac{1}{2} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{2} 50 100  av. 100 79 100 100 do.	311.755 1,530,277 154,785 20,000 62,500 167,500  107,500  10 2 10 2 10 3 10 1 10 1 10 1 11 1 11 1 11 1 11 1	9 951,455 73,464,172 6 590,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132 27,132 Mor Met Mor Met Mor Met Mor Shr Stor Stor Stor Stor Stor Stor Stor Sto	7,066 14,876 14,876 18,414 13,856 18,414 13,856 NAME Of the second mouths ton Moves and celesfield the cents or I poshire erset cofford and ewsbury.urbridge oudwater ansea ern & Vent and Mames and I will a manufacture to the cents of I will be second miningham to London do June	o 10 6 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50100  Num. of shares.  70 2,409 256 500 3,000 207 21,416 500 800 700 500 300 200 503 3,765 2,600 8,141 5,000 8,142 5,000 8,144 5,000 8,145 5,500	Centra Lyons Orlean Paris Orlean Paris Paris Paris Paris Paris 142 100 100 100 100 100 100 100 125 150 150 150 150 150 150 150 150 150 15	gne and al of Fr. and Ass, Tour and Lycand Criand Roll and Roll an	Amien ance	S 1 2 deaux 2 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,290,(400,400,600,600,600,600,600,600,600,600,
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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Num. of shares.   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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Warmouth and Norwich.   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Steam and Mis   NAME OF COMPANY.   Num. of shares.   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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   York and N. Mid, and Leeds and Selby	19 88 30 25 201 28 20 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500  ancous.  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Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   York and N. Mid, and Leeds and Selby   Steam and Mts   Name of Company   Shares.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000	19 88 30 25 201 28 ceells are. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311.755, 1,530,277 154,785 20,000 62,500 62,500 167,500 20,000 10 21 11 11 11 11 11 11 11 11 11 11 11 11	9 951,455 73,464,172 73,464,172 6 590,000 9 348,626 9 230,250 9 676,644	11,895 40,993 8,5401 27,132 27,132  Mori Mar Mac Nea Nea Nea Nea Shree Strom S	7,066 14,876 14,876 18,414 13,856 18,414 13,856 NAME Of the second of th	G. 10 6  1 0 0  1 0 0  1 0 0  1 0 0  1 0 0  2 10 0  F COMPA  gh eire wbray Irwell  Loncon  al Worces  Why & R. Mersey  d Medwa and Birmi and Napto  n tion  L. B. An and Salf a. S. Lond elesex	nihil. nihil. 2 2 0 6 5 1 8 nihil. 110 0 0 NY.  Ster  ail Av. y. nghain. ord. lon	82 93 37 30 30 30 30 30 30 30 30 30 30 30 30 30	Centra Lyons Orlean Paris Pari	gne and al of Fr and A s, Tour and Lycand Orland Roward Orland Roward Orland Roward Ro	Amien ance	S 1 1 2 deaux 2	280,(400,(400,(400,(400,(400,(400,(400,(4
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Varmouth and Norwich.   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Steam and Mis   NAME OF COMPANY.   Num. of   shares.   Shares.   Shares	19 88 30 25 201 28 ccells are. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 1519,150 187,500 1,062,500  Amount paid. pai	311.755, 1,530,277 154,785 20,000 62,500 167,500  10 2 5 7 6 41 10 11 11 11 11 11 11 11 11 11 11 11 11 1	9 951,455 73,464,172 73,464,172 6 590,000 9 348,626 9 230,250 6 676,644	11,895 40,993 8,5401 27,132  Continuation of the continuation of t	7,066 14,876 14,876 18,1414 13,856 18,1414 13,856 Solve of the second of	DOCK.	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.  Ster  ail Av. y. nghain. ord. lon	82 93 37 30 30 30 30 30 30 30 30 30 30 30 30 30	Centra Lyons Orlean Paris Pari	gne and al of Fr. and Ass, Tour and Lycand Orland Row [100] 100 100 100 125 145 150 194 100 100 100 100 100 100 100 100 100 10	Amien ance	S 1 2 deaux 2 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	280,6,400,6,400,6,600,6,600,6,600,6,400,6,117 15 365 120 123 480 360 10 240 30 10 57 55
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Warmouth and Norwich.   Steam and Mts   Vork and N. Mid, and Leeds and Selby	19 88 30 25 201 28 30 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500  aneous.  Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{3} 50 100 100 do. do. do. do. do. do. do. 150	311.755 1,530,277 154,785 20,000 62,500 62,500 167,500  100 20 100 100 100 100 100 100 100 1	9 951,455 73,464,172 73,464,172 0 590,000 0 348,626 0 230,250 676,644	11,895   40,993   40,993   5,401   27,132	7,066 14,876 14,876 18,414 13,856 18,418 13,856 NAME Of ghborou nimouths ton Moves and celesfield the cents or I poshire erset cofford and ewsbury.urbridge ondwater ansea ern & Vent and Mames and rwick and rwick and rwick and rwick and rester thall, let the cents of I to the	phonon in the company of the company	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.  ster ail Av. y. nghain. ord lon	82 93 50 39 100 55 329 37 16 25 50100  Num. of shares. 7 7 2,409 256 500 3,000 247 1,786 800 700 503 307 2,408 4,438 500 8,140 988 Water 4,800 4,435 5,500 6,486 1,008 8,294	Centra Lyons Orlean Paris Orlean Paris Par	gne and al of Fr and A s, Tour and Lycand Orland Roward Orland Roward Orland Roward Ro	Amien ance	S 1 2 deaux 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	280, (400, (400, 400, 400, 400, 400, 400,
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Wilster.   Steam and Mister   Steam and And Indian	19 88 30 25 201 28 30 25 201 30 30 30 30 30 30 30 30 30 30 30 30 30	1,150,000 2,996,000 465,000 519,150 187,500 1,002,500	311.755, 1,530,277 154,785 20,000 62,500 167,500  10 2 5 7 6 41 10 11 11 11 11 11 11 11 11 11 11 11 11 1	9 951,455 73,464,172 73,464,172 950,000 9 348,626 9 230,250 9 676,644	11,895   40,993   8,500   5,401   10   10   10   10   10   10   10	7,066 14,876 14,876 18,414 13,856 18,1414 13,856 NAME Of ghborou nimouths ton Moves and celesfield the cents or I poshire erset co ford and ewsbury.urbridge oudwater ansea ern & Vent and Mames and rwick aurwick aurwi	DOCK.	nihil. nihil. 2 2 0 6 5 1 8 nihil. 10 0 0 NY.  Ster ail Av. y. nghain. ord lon	82 93 50 39 100 55 329 37 16 25 50100  Num. of shares. 7 7 2,409 256 500 3,000 247 1,786 800 700 503 307 2,408 4,438 500 8,140 988 Water 4,800 4,435 5,500 6,486 1,008 8,294	Centra Lyons Orlean Paris Orlean Paris Par	gne and al of Fr and A s, Tour and Lycand Orland Roward Orland Roward Orland Roward Ro	Amien ance	S 1 2 deaux 2 deaux 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	280, (400, (400, 400, 400, 400, (500, 400, 400, 400, 400, 400, 400, 400,

		RICA					D CANA			. 0.	41.	Comment of the Comment		ab a
	STATE WORKS.	Leng in mil	es.	Cost.	Income.	Expend.	Income.	44. Expend	. 13 to	17 feet	Cana wide	is are all 4 is and 80 to 9	eet deep, and 0 feet in len	the locki
. Y.			1	,524,967					T	ne six	milli	ions paid t	to the cana	l fund fr
66   66	2 Cayuga and Seneca	21	١.	237,000	16,55	7 10,953	24,618	14,443	aucti	ion and	d sal	lt duties a	re not inc	luded in
	3 Champlain canal4 Chemung	64		,251,604 684,600									denesee val	
	5 Chenango	97		,420,000									e large su which add	
	6 Crooked lake	8	1~	156,777	461				is mi	ich en	, uic eater	than the e	stimated gr	ross inc
	7 Erie—enlargement of	. 363	12		1,880,316								ished. Th	
•	8 Genessee valley	. 120		739,000					quire	d to co	ompl	ete these t	wo canals a	are \$2.0
	9 52 miles opened, cost \$1,500,000					13,819	19,611	15,557	000 a	and \$6	0,00	00, making	g their tota	l cost w
	10 Oneida lake	- 6		50,000	225		621	1,636	finish	ed \$5,	553,0	000 and 🖘	,409,000;	an expe
	11 Oswego	. 38		565,437	29,117	22,742	56,165	28,599	ture i	incurre	ed or	estimated	incomes (	admitte
a.	12 Beaver division canal	. 25					7,381	90,000					1 \$14,000 n	
	14 French creek						103,470	22,870		e total	rece	eipts from	the works	of Penn
	15 Seneca river towing path												019,401; for t 30 million	
	16 Columbia railroad	. 82	·				443.336	205.067	Til.		inter 1	for 1811 w	ere as follo	mo.
	17 Eastern division						179,781	138,915	Cana	l tolls.	ipus i			578
	18 Juniata canal								Doila	and to	11.5			252
	19 Portage railroad		<b>&gt;</b>		• • • • • • • •		351,102	248,913	Motiv	re pow	er,			319
- 4	20 Western division canal	. 105	<b>)</b>						Truc	78	-	-		13
4	North branch Susquehannah canal	. 73	١				101,949	57,633	of wh	ich \$5	85,9	22 is from	118 miles	of railr
	23 Hocking canal	. 72	)	975,130	4 252		5,286	4,139	and S	578,40	04 fre	om 550 mi	iles of cana	1.
5	23 Hocking canal	. 85		660,742		38,826	77,814		LIN				supported	
19	25 Miami extension	105		856.636		30,020	12.723	14,741	perty	tax of	51	mills on th	he dollar.	There
2	26 Miami northern division	35		322,000			unfin'd.		100.40				State, which	
12	27 Muskingum	. 91	1,0	627,318	23,167		20 000	15,027	1843	\$471,	023,	and in 18	344 \$515,39	s, the
2	28 Ohio	. 334	4,0	600,000	322,754	123,398	D 413 man	0	1181 12	ill. 43	bein	nly \$42	,233. The	the vec
2	29 Wabash	. 91		028,340	35,922	6,400		1 000	Inas e	TOINE	21 21	orester in	70, though	me yeal
100	30 Wallonding	. 25		607,269		39,005	1,977	1,238	count	ry tha	n ev	er before k	cnown.	-Suout
	31 Western road			255,015		1,782	8,747	2,329	Th	ese OI	mil	lions on e	undry worl	rs vield
	33 Maume canal			000,000						ne wh			and y woll	as y iciu
. 3	34 Sundry works		1107	1000 000					Th	e cent	ral r	ailroad vie	elds above	6 per ce
ch 3	5 Central railroad	110	1.	812.308	149.987	75,960	211,170	89 420	and i	s the o	nlv :	State worl	k-the Erie	canal
13	36 Southern railroad	. 68	1 '	936,295	24,064	7,907	60,341	70,000	repte	d—wh	ich i	is able to s	tand alone.	
•	CANALS.	Length	~	Cost.	1843. Income		7.1	344. ome.	Div.	Value			REMARKS.	~~~
	1	miles.		9	Gross.	Nett. cen	t. Gross.	Neti.	cent.	stock.				
-	Blackstone									****	•			
1	Bald Eagle Navigation	25	1 4	.000,000								Wa mere -	arhans at	oma for
	Beaver and Sandy, (part)		1,0	. 000,000		• • • • • • • • • • • • • • • • • • • •				••••	tim		perhaps, at s led to give	
	Charleston, (S. C.) Chesapeake and Ohio										· LILL	ic oc chaoi		me pare
	unesaneake and Onio	1184	19 3	70 470	47 637						lar	s of all the		
	Conestota	184	12,3	70,470	47,637						. lar		ese canals.	Ohio ca
	Conestota Delaware and Chesapeake	12	3	00,000	47,637					26	lar.	The Chesa		
	Delaware and Chesapeake	12 13 108	3,5	00,000	47,637						is i	The Chesa; not yet co nes, hence	ese canals. peake and ompleted to its trifling	o the cincome.
	Conestota.  Delaware and Chesapeake.  Schuylkill.  Farmington.	12 13 108	3,5	00,000	47,637 79,795 10	2,221	190,693	120,624		26	is mir	The Chesa; not yet co nes, hence The enlarg	ese canals. peake and ompleted to its trifling ement of the	o the c income ne Schu
	Conestota.  Delaware and Chesapeake.  Schuylkill  Farmington.  James river and Kenhawa.	12 13 108	3,5	00,000	47,637 79,795 10	2,221	190,693	120,624		26 31	is is mir	The Chesa not yet co nes, hence The enlarge canal has	ese canals, peake and ompleted to its trifling ement of the been communication	o the c income ne Schu nenced.
	Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex.	12 13 108	3,5	00,000 2	47,637 79,795 10	2,221	. 190,693	120,624		26 31	is is mir	The Chesa not yet co nes, hence The enlarge canal has The Morris	peake and ompleted to its trifling tement of the been common canal was	income. ne Schu nenced.
	Conestota.  Delaware and Chesapeake.  Schnylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.	12 13 108	3,5	00,000 2	47,637 79,795 10	2,221	. 190,693	120,624		26 31	is is mir	The Chesa not yet co nes, hence The enlarge canal has The Morris	peake and ompleted to its trifling tement of the been common canal was	income. ne Schu nenced.
	Conestota.  Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan	12 13 108 10 10 43	3,5	00,000	79,795 10 99,623 5	3,327	. 190,693	120,624		26 31	is mir mir T kill for	The Chesa not yet comes, hence The enlarge canal has The Morrisone millionits cost. It	ese canals, peake and ompleted to its trifling tement of the been common canal was on, about on t is said in	o the cincome ne Schunenced. I lately see-fourth the par
	Conestota.  Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark.	12 13 108 10 10 43	3,5 2,9 3,9	00,000 2 00,000 3 00,000 6 00,000 6	79,795 10 99,623 5	3,327	. 190,693	120,624 84,455		26 31	is mir T kill for of it that	The Chesa not yet comes, hence The enlarge canal has The Morrisone million its cost. It it it is to be	peake and ompleted to its triffing tement of the been common a canal was on, about on the its said in the enlarged.	o the coincome. The Schumenced. I lately see-fourth the pap
	Conestota.  Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	12 13 108 10 43 45 80	3,5 3,5 2,9 3 2,9	00,000 2 00,000 0 00,000 0 00,000 0	79,795 10 99,623 5	3,327	. 190,693	120,624 84,455		26 31	is is in it is it	The Chesa not yet co nes, hence The enlarg canal has The Morris one million its cost. In the tit is to be no report	ese canals.  peake and completed to its trifling cement of the seen commiss canal was n, about on t is said in cenlarged. t, nor heard	o the coincome ne Schunenced. clately sie-fourth the par We helof the
	Conestota.  Delaware and Chesapeake.  Schnylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.	12 13 108 10 43 45 80	3,5 3,5 2,9 3,0 2,9 2,0	00,000 2 00,000 0 00,000 0 00,000 0	79,795 10 99,623 5	3,327	. 190,693	120,624 84,455		26 31	is is in it is it	The Chesa not yet co nes, hence The enlarg canal has The Morris one million its cost. In the tit is to be no report	peake and ompleted to its triffing tement of the been common a canal was on, about on the its said in the enlarged.	o the coincome ne Schunenced. clately sie-fourth the par We helof the
	Conestota.  Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	12 13 108 10 43 45 80	3,5 3,5 2,9 3,0 2,9 2,0	00,000 2 00,000 0 00,000 0 00,000 0 00,000 0	79,795 10 99,623 5	3,327	. 190,693	120,624 84,455		26 31	is is in it is it	The Chesa not yet co nes, hence The enlarg canal has The Morris one million its cost. In the tit is to be no report	ese canals.  peake and completed to its trifling cement of the seen commiss canal was n, about on t is said in cenlarged. t, nor heard	o the coincome ne Schunenced. clately sie-fourth the par We helof the
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.	108 108 108 10 43 45 80 101	3,5 3,5 2,9 3,2,9 2,0 1,0	00,000 00,000 00,000 00,000 00,000 00,000 00,000	79,795 10	3,327	190,693	120,624		26 31 28	lars is in mirror T kill for of i that seen point	The Chesanot yet cones, hence here, hence canal has the Morris one million its cost. It it is to be a no report nument of	ese canals.  peake and completed to its trifling cement of the seen commiss canal was n, about on t is said in cenlarged. t, nor heard	o the cincome he Schunenced, lately se-fourth the par We hel of the her.
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Conestota.  Delaware and Chesapeake.  Schnylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.  Dismal Swamp.  CANADIAN CANALS.	108 108 109 43 45 80 101	3,5 3,5 2,9 3,2,9 2,0 1,0	00,000 00,000 00,000 00,000 00,000 00,000 00,000	79,795 10	3,327	190,693	120,624	f canal	26 31	is in mir is in mir is in it i	The Chesanot yet comes, hence here, hence canal has the Morrisone million its cost. It it is to be a no report nument of Expended to Sept. 1843.	peake and peake and ompleted to its trifling ement of the been common a common and was on, about on the said in enlarged.  Incompany engine	o the cincome. he Schumenced. he lately she-fourth the par We he h of the her.
~	Conestota.  Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.	108 108 109 100 43 45 80 101	3,5 2,9 3,2,9 2,0 1,0	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,00	79,795 10 99,623 5: Length of chamber feet.	3,327	. 190,693 . 131,491 . Depth on mitre sill.	120,624 84,455 Width o Bottom.	f canal.	26 31 28 Estin 3,948	is imir T kill T for of i that seen poin	The Chesanot yet comes, hence hers, hence hers, hence hers, hence the canal has the more millionist cost. It it is to be a no report nument of Sept. 1843.  2,485,572	ese canals. peake and ompleted to its trifling ement of th is been comm s canal was on, about on t is said in enlarged. t, nor heard any engine	o the cincome schunenced lately se-fourth the par We hel of the cer.
ain	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS. The Welland canal.	10 108 108 109 43 45 80 101	3,5 2,9 2,9 2,9 1,0	00,000 2 00,000 2 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0	79,795 10 99,623 5: Length of chamber feet. 150	3,327  3,327  Nize of lock  Width.  feet.  26 1-2	. 190,693 . 131,491 . Depth on mitre sill. feet. 8 1-2	120,624 84,455 Width o Bottom.   feet.   45	f canal. Surface feet. 81	26 31 28 Estin 3,948	is in mir is in mir is in it i	The Chesanot yet comes, hence hers, hence hers, hence hers, hence the canal has the more millionist cost. It it is to be a no report nument of Sept. 1843.  2,485,572	peake and peake and ompleted to its trifling ement of the been common a common and was on, about on the said in enlarged.  Incompany engine	o the cincomene Schunenced. clately see-fourth the par We had of the cer.
ain nct	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS. The Welland canal. Trunk from Port Colborne to Port Dalhousition branch to Dunville	108 108 108 1043 45 80 101 Length in miles.	3,5 2,9 2,9 2,0 1,0	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,	79,795 10 99,623 5: Length of chamber. 150	3,327  3,327  Width. feet. 26 1-2 26 1-2	ss. Depth on mitre sill. 8 1-2 8 1-2	120,624 84,455 Width o Bottom feet. 45 35	f canal Surface feet. 81	26 31 28 Estin 3,948	is imir T kill T for of i that seen poin	The Chesanot yet comes, hence hers, hence hers, hence hers, hence the canal has the more millionist cost. It it is to be a no report nument of Sept. 1843.  2,485,572	peake and peake and ompleted to its trifling ement of the been common a common and was on, about on the said in enlarged.  Incompany engine	o the cincome schunenced lately se-fourth the par We hel of the cer.
ain nct oac	Conestota.  Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. A trunk from Port Colborne to Port Dalhousition branch to Dunville and creek branch to Port Maitland below.	10 10 10 43 45 80 101 Length 5in miles.	3,5 2,9 2,9 2,0 1,0	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,	79,795 10 99,623 5: Length of chamber feet. 150	3,327  3,327  Nize of lock  Width.  feet.  26 1-2	. 190,693 . 131,491 . Depth on mitre sill. feet. 8 1-2	120,624 84,455 Width o Bottom.   feet.   45	f canal. Surface feet. 81	26 31 28 Estin 3,948	is imir T kill T for of i that seen poin	The Chesanot yet comes, hence hers, hence hers, hence hers, hence the canal has the more millionist cost. It it is to be a no report nument of Sept. 1843.  2,485,572	peake and peake and ompleted to its trifling ement of the been common a common and was on, about on the said in enlarged.  Incompany engine	o the cincomene Schunenced. clately see-fourth the par We had of the cer.
ain nct oac	Conestota.  Delaware and Chesapeake.  Schnylkill. Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.  Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  Trunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland  File St. Lawrence canal.	10 43 45 80 101 Length miles.	3,55 2,99 3,2,99 2,00 1,00	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,00	79,795 10 99,623 5: Length of chamber feet. 150 200	3,327 3,327 Width, feet. 26 1-2 26 1-2 45	is. 190,693  Depth on mitre sill. feet. 8 1-2 9	120,624 84,455 Width o Bottom feet. 45 35 45	f canal Surface feet. 81 71 85	26 31 28 Estin 3,948	is imir T kill T for of i that seen poin	The Chesanot yet comes, hence hers, hence hers, hence hers, hence the canal has the content of the content has been no report the content hers. It it is to be no report the content hers. It is to be no report the content hers. It is to be no report the content hers. It is to be no report the content hers. It is to be no report the content hers. It is to be no report the content hers. It is to be no report the content hers. It is to be no report the content hers. It is to be no report to be	peake and peake and ompleted to its trifling ement of the been common a common and was on, about on the said in enlarged.  Incompany engine	o the cincomene Schunenced. clately see-fourth the par We had of the cer.
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ain nct oac log log	Conestota.  Delaware and Chesapeake.  Schuylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.  Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  trunk from Port Colborne to Port Dalhousion branch to Dunville d creek branch to Port Maitland  The St. Lawrence canal. ps and Port Cardinal.	10 10 43 45 80 101 Length Sin miles.	3,55 2,93 3,9 2,00 1,00 21 1	00,000 2 00,000 2 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 1 Lockages in feet.	79,795 10 99,623 5: Length of chamber feet. 150 200 200	3,327  3,327  ize of loci  Width.  feet. 26 1-2 26 1-2 45 45	. 190,693 . 131,491 	Width o Bottom.   feet. 45 35 45   50 50	f canat. Surface feet. 81 71 85 90 90	26 31 28 Estin 3,948	is imir T kill T for of i that seen poin	The Chesanot yet cores, hence, hence here can has the Morris one million its cost. It it is to be a no report nument of Expended to Sept. 1843. 2,485,572	peake and peake and ompleted to its trifling ement of the been common a common and was on, about on the said in enlarged.  Incompany engine	o the cincome.  ne Schunenced.  lately se-fourth the par We ha d of the eer.
ain nct oac lop ipic irre	Conestota.  Delaware and Chesapeake.  Schnylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.  Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  trunk from Port Colborne to Port Dalhousi ion branch to Dunville d creek branch to Port Maitland below.  File St. Lawrence canal.  ps and Port Cardinal plat.  ps and Port Cardinal plat.  ps point.  Ill, passing the Long Sault rapids.	10 10 43 108 109 101 45 80 101 101 101 101 101 101 101	3,55   2,99   2,00   1,00   -31   -1   -1   2   2   1,7	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,	79,795 10 99,623 5: Length of chamber feet. 150 200 200 200 200 200	3,327 Width. feet. 26 1-2 45 45 45	ss. Depth on mitre sill. feet. 8 1-2 9 9 9	Width o Bottom. (see 45 45 50 50 50 50	f canal. Surface feet. 81 71 85 90 90 90	26 31 28 28 3,948	lar- is is in in in it is in i	The Chesanot yet of the enlarge canal has the Morrisone million its cost. It it is to be no no report to sept. 1843. 2,485,572	peake and peake and ompleted to its trifling ement of the been common a common and the second of the	o the cincome.  ne Schunenced.  lately se-fourth the par We ha d of the eer.
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ain net coace allop pic wa wa wa wa wa wa wa wa wa wa wa wa wa	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Trunk from Port Colborne to Port Dalhousition branch to Port Maitland below. The St. Lawrence canal. Sand Port Cardinal. I Plat. Sand Port Cardinal. Il, passing the Long Sault rapids. Truns's point. Ill, passing the Long Sault rapids. Truns's, do. Coteau, Cedars and Cascades roae, do. Lachine rapids. School Coteau, Cedars and Cascades roae, do. Lachine rapids. School Coteau, Cedars and Cascades roae, do. Lachine rapids.	10 10 43 10 45 80 101 Length miles. 28 21 1 1-5 d 11 1-4 8 1-5	3,55 2,9,3 2,9,9 2,00 1,00	00,000 2 00,000 2 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 00,000 0 1 Lockages in feet.	79,795 10 99,623 5: Length of chamber feet. 150 200 200 200 200 200 200	3,327 Size of lock Width. feet. 26 1-2 26 1-2 45 45 45 45 45 45	ss. 131,491 on mitre sill. feet. 8 1-2 9 9 9 9 9 9 9	84,455  Width o Bottom feet. 45 35 45 50 50 100 80	f canal: Surface feet. 81 71 85 90 90 150 120	26 31 28 28 3,948 672 865 1,190	larring in	The Chesanot yet comes, hence hees, hence hes, hence hes, hence canal has the Morris one million its cost. It it is to be no report to sept. 1843.  2,485,572  973  1,665,663  275,426  400,000	ese canals. peake and ompleted to its trifling ement of the been comm s canal was on, about on t is said in enlarged. t, nor heart any engine	o the cincome.  ne Schunenced.  lately se-fourth the par We ha d of the eer.
ain net coac nlop pic wa wa wa wa ince n	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS. The Welland canal. It runk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below. The St. Lawrence canal. Des and Port Cardinal. It Plat. Dis point. Dismis point. Ull, passing the Long Sault rapids. Trunks point. Ull, passing the Long Sault rapids. Trunks on Coteau, Cedars and Cascades roae, do. Lachine rapids. Description of the sea.	10 10 43 	3,55 2,99 3,2,99 1,00 	00,000 2	8,623 5.  Length of chamber feet. 150 200 200 200 200 200	3,327 3,327  Width. feet. 26 1-2 45 45 45 45 45 45 45 45	ss. 131,491 Depth on mitre sill.  feet. 8 1-2 9 9 9 9 9 9 9	120,624  84,455  Width o Bottom   feet. 45 35 45 50 50 100 80 80	6 canala. 71 85 90 90 150 120 120	26 31 28 28 3,948 672 865 1,190 old col 1,001	larring in that it is a mirror of i that is a mate. See the see that is a mate. See that is a mate. See that is a mate. See that is a material see that is a m	The Chesanot yet comes, hence hees, hence hes, hence canal has the Morrisone million its cost. It it is to be no report to sept. 1843. 2,485,572 973 1,665,663 275,426 400,000 64,439	ese canals, peake and ompleted to its trifling ement of the seen commiss canal was in, about on the said in enlarged, to nor heard any engine 1843.  64,658	o the cincomene Schunenced. clately see-fourth the par We had of the cer.
ain net road alop alop inva aine gen	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS. The Welland canal. It runk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below. The St. Lawrence canal. Des and Port Cardinal. It Plat. Dismis point. Ill, passing the Long Sault rapids. Truois, do. Coteau, Cedars and Cascades roae, do. Lachine rapids. Des and control of the sea.  Fotal from lake Erie to the sea.	10 10 43 45 80 101 Length in miles. 28 d 21 1 1-5 4 11 1-5 d 11 1-4 8 1-5 112 66	3,55   2,99   3,99   2,00   1,00   -1   -1   -1   -2   2,0   1,00   -1   -2   2,0   1,00   -1   -1   -2   -1   -2   -2   -2   -2   -2   -2   -2   -2	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,	79,795 10 99,623 5: Length of chamber feet. 150 200 200 200 200 200 200	3,327  3,327  iize of lock  Width.  feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45	ss. 131,491	Width o Bottom feet. 45 35 45 50 50 80 80 80	f canal Surface feet. 81 71 85 90 90 150 120	28 28 3,948 3,948 672 8655 1,190 old ca 1,001 200	larring in that it is a seen point and that it is a seen p	The Chesanot yet comes, hence hes, hence hes, hence hes, hence ches, hence canal has the Morris one million its cost. It it is to be no report to sept. 1843.  Expended Sept. 1843.  2,485,572  973  1,665,663  275,426 400,000 64,439  440,000	ese canals. peake and ompleted to its trifling ement of the been comm s canal was on, about on t is said in enlarged. t, nor heart any engine	o the cincomene Schunenced. clately see-fourth the par We had of the cer.
ain inct road alopapid increasive anna ince gen	Conestota. Delaware and Chesapeake. Schnylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS. The Welland canal. It runk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below. The St. Lawrence canal. Des and Port Cardinal. It Plat. Dis point. Dismis point. Ull, passing the Long Sault rapids. Trunks point. Ull, passing the Long Sault rapids. Trunks on Coteau, Cedars and Cascades roae, do. Lachine rapids. Description of the sea.	10 10 43 10 10 10 10 10 10 10 10 10 10 10 10 10	3,5   2,9   3,9   2,9,0   1,0   1,	00,000 2	79,795 10  99,623 5:  150  200  200  200  200  200  200  200	3,327 3,327 Size of lock Width, feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	ss. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	120,624  84,455  Width o Bottom i feet. 45 35 45  50 50 80 80  1844 Incom	6 canal Surface fect. 81 71 85 90 90 120 120 120	28  28  3,948  3,948  672  865 1,190 old ca 1,001  200	mir T killing T for of i that that the point that the point the point that the point the point that the point the point the point the point that the point the point that the point the po	Fine Chesanot yet comes, hence here, hence ches, hence	ese canals, peake and ompleted to its trifling ement of the seen commiss canal was in, about on the said in enlarged, to nor heard any engine 1843.  64,658	o the cincome. income.
ain inct road alopapid increasive anna ince gen	Conestota.  Delaware and Chesapeake.  Schnylkill. Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.  Dismal Swamp.   CANADIAN CANALS.  The Welland canal.  It runk from Port Colborne to Port Dalhouss ion branch to Dunville and creek branch to Port Maitland below.  File St. Lawrence canal.  Des and Port Cardinal.  It Plat.  Dis posit.  Ill, passing the Long Sault rapids.  rnois, do. Coteau, Cedars and Cascades roae, do. Lachine rapids.  Dent of do.  Fotal from lake Erie to the sea.	10	3,55 2,99 3,99 2,00 1,00    No. o o     1,00   - 11   7,9   5,7   9   1 in     1 in     1 in     3 in     1 in     3 in     4 in     5 in     5 in     6 in     7 in     8 in     1 in     8 in     1 in	00,000 2 00,000 2 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,000 00,00	8 Length of chamber feet. 150 200 200 200 200 120	3,327	ss. Depth on mitre sill.  feet. 8 1-2 9 9 9 9 9 9 1 Div. per cent.	120,624  84,455  Width o Bottom. 1  feet. 45 35 45 100 80 80 1844 Incom	60	28 28 28 3,948 672 865 1,190 old ca 1,001 200	larring in the second in the s	The Chesanot yet comes, hence here, hence here, hence ches, hence ches, hence canal has the Morris one million its cost. It it is to be no report to sept. 1843.  2,485,572  973  1,665,663  275,426 400,000 64,439  440,000	ese canals, peake and ompleted to its trifling ement of the seen commiss canal was in, about on the said in enlarged, the nor heard any engine 1843.  64,658	o the coincome. income. income

		Length	AME	Loans	RATL!		184	13.	Div. 1	. 184	4. 1	Div.	Previ-	Neck er	
	RAILROADS,	in miles,	Cost.	and	of	on	Inco	me.	per cent	Inco Gross.		per	ous	June 1 Shares.	18th.
Ie.	1 Portland, Saco and Portsmouth	50	1,200,000	debts.		hare	Gross. 89,997	Nett. 47,166	7	131,404	62,172	1	102		103
H.	2 Concord	35					09,991	47,100		131,404	02,172	12	651		65
ass.	3 Boston and Maine	56					178,745	68,499	6	233,101	86,401		117	- 1	
16	4 Boston and Maine extension	17 1-4													
16	5 Boston and Lowell	26	1,863,746				277,315	144,000	8	316,909			1214		
16	6 Boston and Providence	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701			113		113
4	7 Boston and Worcester	21	2.914,078	not stated	• • • • • • • • • • • • • • • • • • • •		40,141	162,000	6	428,437 17,737		71	1191	5	119
33	9 Charlestown branch.	251	280,000	notstated				17,500	13	34 654	13,971	51	751		
22	10 Eastern.	54	2.388.631				279,563	140.595	6	337,238	227,920	8	1123	20	112
46	11 Fitchburg	50	[1,150,000	just opn'd						42,759			1221		123
44	11 Fitchburg	14 1-2	380,000				84.079		8	94.588		- 1/	124		
**	13 New Bedford and Taunton	20	430,962				50,671	24,000	6	64,998	24,000	6			
	14 Northampton and Springfield 15 Norwich and Worcester	59	172,883 2,170,366				100 220	04.001	• • • •	230,674	00 464		73	7,290	-
66	16 Old Colony		87,820				162,336			200,074	99,461	3	1081	10	10
86	17 toughton branch	4	63,075												
"	18 Taunton branch	11						20,000	8	96,687	20,000	8	118		
	19 Vermont and Massachusetts														
	20 West Stockbridge	3	41.516	200		100		204 402	• • • •	~	100 000	4	104		100
1	21 Western, (117 miles in Mass.,) 22 Worcester branch to Milbury	156	7,686,202	4,686,202	30,000		573,882	284,432		153,153	439,679	3	1041	2	103
**	23 Housatonic, (10 months,)	74	1,244,123			• • • • •				150,000		• • • •	271	315	2
n	24 Hartford and New Haven	38	1,100,000		10.000	100				130,000		6	95	. 313	
11	25 Hartford and Springfield	25 1-2	600,000	400,000	2,000	100									1
6	26 Stonington, (year ending 1st Sept.,)	48	2,600,000				113,889						32	4,060	3
Y.	27 Attica and Buffalo	31	336,211				45,896	7,522	• • • • •	73,248	48,033	0	100		
16	28 Auburn and Rochester	78 26	1,796,34			100	189,693	112,000		237,007	152,007	6	108		
	29 Auburn and Syracuse	20	200,00		1 500	133	80,291	21,334		30,130	52,544	6	116		
66	31 Erie, (416 miles,)		5.000,000	0	1,300								301	830	2
24	32 Erie, opened	53									59,075				
**	33 Harlem	26	1,206,23	l						140,685	62,399		701	960	6
11	34 Hudson and Berkshire			3						35,029			14		1.
66	37 Long Island	96	1,610,221 1,317,893		29,846			FO. 000		153,456			72 59	3,234	
16	3t   Mohawk and Hudson	22	303,658					58,780 3,000		79,804 34,666			שכ	680	
44	3 Schenectady and Troy	20 1-9	640,800	)			28 043	3,000		32,646				• • • • • • • • • • • • • • • • • • • •	1
44	39 Syracuse and Utica.	53	1,115,89	none.	16,000	621	163,701				120,992		135	50	11
**	40 Tonnawanda	43	727.339	2		"	76,227			114,177					
16	11 Troy and Greenbush	6	180,000	0											
11	12 Troy and Saratoga	25 78	0 169 16	none.	30,000		44,325	21,000		38.502	9.971 199'094	21	129		12
ī. J.	43 Utica and Schenectady	61	3.200.000	0	20,000	100	690 830	283 886	3		404,950		110	242	13
66	15 Elizabethtown and Somerville		0,000,00				002,002	,,,,,,,,,		104,101	101,550				1
16	16 New Jersey	34	500,00	()				1				1	94		1
"	17 Paterson		2,000,000	0								6	87		
Pa.	18 Beaver Meadow	26	500,000	0											
11	49 Cumberland Valley	46	1.950.00	0					1						
66	50 Harrisburg and Lancaster 51 Hazleton branch	10	860 00	0					1						
**	52 Little Schuylkill	29	120,000	0											
66	53 Blossburg and Corning	40	900,00	0											
**	51 Mauch Chunk	9	600,000	0					1						
66	55 Minehill and Schuylkill Haven		1 100,00	0		1			12	1			77		
41	56 Norristown	20	315,00	0									61		1
66	57 Philadelphia and Trenton		400.00	0									104		
66	59 Reading.		1,500.00	07,447,570	40.900	50				597.613	3 343 511		511	4.618	5
66	60 Schuylkill valley	10	9,457,57	0		1								4,010	1
66	61 Williamsport and Elmira	25	11,000.00	0		1	+20.000	1				1	ļ	1	
u Del.	62 Philadelphia and Baltimore	. 93	400,00	0			43,043	3 200,000	), :		210,000		17%	6,940	0 1
Md.	63 Frenchtown	. 16	600,00	0				200 40		250 000	346,946		1		
41 C	61 Baltimore and Ohio, (1st Oct.) 65 Baltimore and Susquehanna			0			0 15,235	219,40		758,620	346,946		50 21		
,,	66 Baltimore and Washington	. 38	[3,000,00	0			1177 927	71.69		212 130	104 500		81		
va.	67 Greensville and Roanoke.	* 17 1-	611,800,00	0									0.1		
11	68 Petersburg and Roanoke	* 60	950.00	()		1			1	199 87	1 72,898	3			
66	69 Portsmouth and Roanoke	. 78 1-	909,88	0											
66	70 Richmond, Fredericksb'g and Potomae	* 76	1,404,17	11					1	1185 243	85,688	6			
46	71 Richmond and Petersburg	* 22 1- * 32	700.00	0	1										
	73 Raleigh and Gaston		500.00	0	1							1			
"	74 Wilmington and Raleigh	161	1,360,00	0											
	75 South Carolina	136	1,800,00	0	04 416	75				532,87	1 140,196 5 180,70	5			
66	76 Columbia	66	5.671.45	9	34,410		201,464	77,45	3	328,42	180,70	1			
Sa.	77 Central	. 190					1227.532	2 93,19	)						
44	78 Georgia West Point		2,581,72	3			248,026	5 158,20	7	.  248,096	5 147,523	3			٠١.,
ζy.	79 Montgomery and West Point 80 Lexington and Ohio	89	500.00	0 170,000		100				35,000	15,000				
	81 Little Miami.	40	450.00	0			1	1	1					1	
"	82 Mad river	40	400,00	0	1	1			1						.1
Ind.	83 Madison and Indianapolis	56	152.00	0	1		1				1	1			1
				0	1			1	. 1			,		,	

ommunications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

#### Thursday, June 19, 1845.

#### FOREIGN RAILWAY PERIODICALS.

We avail ourselves of the earliest opportunity to acknowledge the receipt of several numbers of the London Railway Record,-a valuable work, and an efficient laborer in the cause-in exchange for the Journal. We are the more desirous to acknowledge the favor, as it is not common for English papers and periodicals, we believe, to send in exchange to those of similar character on this side of the water, from the fact, perhaps, that they always pay a duly on each sheet sent out by them, equal to 1d. sterling, or more than some of our papers are sold for. We shall be gratified to exhibit the numbers to engineers and others who desire to read them; and we will cheerfully order them for such as would have them regularly as published, and forwarded by the steamers or packets.

In our efforts to obtain the French railway paper, the Journal des Chemins de Fer, we have been less fortunate, even though requested by its editor to send ours, and offering to send his in exchange. We wrote to him in reply, accepting his polite offer, and have sent ours, every number, since 1st of March last. Yet we have neither received his paper nor any acknowledgment of our letter; but it will come yet, we are sure. There must be some mistake, not design, in the delay: therefore we shall continue to send ours.

#### READING RAILROAD

The following interesting view of the increase of the coal trade over this important railway must gratify every friend of the railway system, particularly in this State, where this class of intercommunication, as compared with canals, has been abused in legislative reports in no measured terms. Even the capacity of a railway to carry bulky freight has been doubted. It may sound strange, at this day, to state that there have been men in this State, who should have known better, and some occupying the situation of directors, who have gravely contended that "railways were only fit to carry passengers,-they could not carry heavy or bulky freight." But how is the fact? It is notorious that the first railway established in England, was to carry bulky freight-coal of little comparative value. The stock of this road, (the Stockton and Darlington,) is now the most profitable in Great Britain, and divides 15 per cent. annually. In this country the case is much stronger. The first railway we constructed was to transport large masses of granite at Quincy, and is very profitable. There was also, we believe, a short road in this State, in Orange or Ulster county, to transport iron ore. Col. Stevens, in 1812, proposed to Gouv. Morris, Gen. Schuyler and Gov. Clinton, a railway from the Hudson to lake Erie, in preference to a canal, to carry

Correspondents will oblige us by sending in their freight, and gave substantial reasons for his opinions, has intermitted its dividend, and cannot draw coal ing such jobs.—A model may be seen at this office. from the railroad, although it takes off all toll, in its competition with the railway, and guarantees freight at 65 cents per ton, 108 miles. J. E. B.

"The monthly report of the Reading Railroad Company for May, 1843, '44 and '45, presents the annexed statement of the receipts and business of the completion of the extension road to

#### PHILADELPHIA AND READING RAILROAD.

May, 1843. May, 1844. May, 1845. \$31,447 54 47,763 34 79,822 82 Receipts . Coal transported, 15,205 Receipts

tons . . 15,205 35,684 64,698
The business for May, 1845, has been considerably 35,684 more than the maximum estimate. Up to June 1st, the coal tonnage is over the estimate—800,000 tons for the year-rising nine thousand tons. In connection with this very favorable report and the immense improvement these increased receipts must produce in the affairs of the railroad company, we give a re-port of the business on the Schuylkill canal, for one week in each of the past three years.

BUSINESS ON THE SCHUYLKILL CANAL. Week ending June 10, '43. June 8, '44. June 7, '45. Coal transport-

ed, tons . . 18,095 11,869 5,796

For the same week the coal transportation of the Reading Railroad was as follows:

1843 1843 1844. 1845. 2,388 8,796 18,871 Coal transported, tons

It will be seen that these two works have changed places in the coal carrying trade of Eastern Pennsylvania. What the Schuylkill canal was, the Reading railroad will be, and judging from these returns, the Schuylkill canal will soon be what the Reading

#### THE COAL TRADE .- SCHUYLKILL VALLEY.

The shipments this week amount to 25,940 01 tons; 20,191.07 by railroad, and 5,748.14 by canal, showing an increase by the former of 1,319.19, and by the latter 150 06 tons.

BY RAILROAD.
From Pottsville and Port Carbon-total. 94,879-10
From Schuylkill Haven—total 140,227:11
From Port Clinton—total 2,275.06
Total by railroad237,382.07
BY CANAL.
From Pottsville and Port Carbon-total 43,516-19
From Schuylkill Haven—total tons 9,818-06
From Schuykhi Haven—lotal tons 9,818'06
From Port Clinton
Total by canal
Total by railroad and canal305,450 u5
LEHIGH COAL TRADE.
Total shipments from Mauch Chunk. Lehigh
coal and navigation co.
Summit mines 49300
Room run do., 14889—61189
Beaver Meadow railroad and coal co., 21088
From Penn Haven—Hazleton coal co., 17835
From Rock Port—Buck Mountain coal co., 5606

PINE GROVE COAL TRADE.—total......18,748 last six months there has been an increase MINEHILL AND SCHUYLKILL HAVEN RAILROAD-

108718

MOUNT CARBON RAILROAD—total tons.. 90,699 net increase is \$7,962.

GROUT'S FRICTION-DRILL .- We give in this numand made a near estimate of its cost. He was looked ber a description of an exceedingly useful and conveupon as little better than crack-brained. The Bos- nient instrument for railroad companies who have the ton and Worcester, Lowell, Providence, and New flat bar rail in use-which may require additional Haven and Springfield railroads superseding as holes to be made in it. Mr. John R Grout, who has many canals in their day, tells the story of the on- been for many years engaged as engineer on some ward march of this better improvement of intercom- of our western railroads, has made a Drill which munication to carry freight as well as passengers. It can be carried in one hand anywhere, and by raishas remained however for the Reading railway to deling the rail half an inch, and turning a thumbmonstrate the superiority of a railway over one of screw, it is made fast to the rail, when, with one hand the best canal in this country, which formerly divided upon a crank, a hole may be drilled through the rail above 20 per cent. For three years, we believe, it in half the time required by the ordinary mode of do-

> HARTFORD AND NEW HAVEN RAILROAD .receipts on this road (exclusive of mails) for May, 1845, were \$16,870 34 " 1844, " 8,456 51

completion of the extension road to 100,291 80 Springfield, ending June 9th, 1845 . Receipts for the corresponding months in 1844

Showing an increase of more than 100 per cent.—

The receipts on the Norwich and Worcester road for the first six days in June, show a gain of over six hundred dollars in the same six days of last year, although the fare now is about half what it then was. Very good evidence in favor of low fares.

At a meeting of the shareholders of the Norwich and Worcester Railroad Company, held in Norwich on the 2d instant, the following were chosen directors, viz :- John C. Holland, William P. Greene, and John A. Rockwell of Norwich; Alexander De Witt of Oxford; William Ward of Boston; Jacob Little, Alfred Brooks, Elilin Townsend, John Rankin, Samuel R. Brooks and David Groesback of New York; and A. W. H. Clapp of Portland. At a subsequent meeting of the Board, John C. Holland was chosen President of the company.

NORTHAMPTON RAILROAD .- The annual meeting of the stockholders of the Northampton and Springfield railroad was held at Boston, on Wednesday. last. James K. Mills, E. H. Robbins, and Samuel Henshaw of Boston, Philip Ripley of Hartford, John Chase of Cabotville, Eliphalet Williams and Erastus Hopkins of Northampton, were unanimous-ly re-elected directors. We learn that the business of the road to Cabot-

ville has fully answered all reasonable expectations. About 22,000 passengers were carried over the road in the first three months; and the net income of the road, after deducting the expenses of running, including all the expenses for repairs. &c. which, of course, must have been large, as they always are on a new road-was a little over nine per cent. on the cost of the These three months cannot, certainly, be regarded as more than a fair average of the business of the year And it should be borne in mind, in estimating the net income of this road, that it is much more expensive, per mile, to run so short a stretch of road, than it is a road of fifteen or twenty miles in

It is hoped that the road will be completed to Northampton by "Thanksgiving-time." The grading and bridging is going on rapidly. The completion of the road, however, will depend upon the success of the directors in obtaining iron. - Hampshire Gaz.

Providence Railroad .- The report of its financial condition is flattering, exhibiting a net income of \$177,590 for the year past, or over same period of 1844, of \$16,860 in re-

parative weekly statement of twenty-four having access to our own English papers,-Ayr.) which does not show a very fair increase; and some of them show a large in. We hope, however, that the thousands, aye, for the week.

The Herald very justly remarks, that

"The weekly returns of the railroads of Europe afford the best evidence of the productiveness of these works. The receipts of nearly every company in operation are very large, but the weekly increase is sufficient to create in the minds of those interested the most favorable anticipations for the future.

"The principal lines in Great Britain'regularly declare the following dividends:

The Grand Junction Railroad 10 per cent. per annum.

The Great North of England, 6 per cent. per annum.

The Great Western, 8 per cent. per annum.

The Liverpool and Manchester, 9 per cent. per annum.

The London and Birmingham, 10 pcr cent. per annum.

The Midland, 6 per cent. per annum. The York and North Midland, 10 per cent. per annum:

The Manchester and Birmingham, 5 per

cent. per annum.

"These roads have been constructed at an expense far beyond any thing of the kind tem in France, but also in Belgium, Holin this country, and notwithstanding the enormous running expenses, the dividends of some of them are very large.

States pay dividends equal to these, notwithstanding the great difference in the cost and current expenses in our favour, but in time. as our country improves, as population and business increases, as our resources become developed, the dividends of our works must world."

constantly repeated before our eyes, we can more as he can favor us with. be restrained from an immediate completion of the two great roads north and west from Major Poussin for his very acceptable letter, tionary engines, two systems; in dilatation New-York. We see capitalists competing we desire also to acknowledge our indebted. of hot air, with comparatively small exwith each other for the State loan, at 6 per ness to Mr. S. W. Saltonstall, to whose pense of fuel, etc. Some attempts are cent., reimbursable in seven or eight years, kindness we are indebted for the favor. while they hesitate to take stock in a work which, when it shall have been completed two years, will not only pay 6 per cent. interest, but also, at the same time, reduce the D. K. MINOR, New York: cost of many of the necessaries of life, and greatly enhance the value of real estate in 29th March last, accompanied by numbers and around the city. "It is truly astonish of the American Railroad Journal, for which readers to the scheme of running a line of ing," as the Editor of the Herald says, "that I return you my most sincere thanks.

English Railroad Receipts.—By the com- roads in an unfinished state, which might be ment, to prepare for you a communication made the most profitable lines in the Union. on our French railroads, and on the pro-English railways, which we find in the New. We refer to the Harlem and Erie railroads. gress in general of the cause of railway York Herald,-being from home, and not The benefits this city would derive from a concerns throughout Europe; and thus far, completion of these works are immense, and as much as it lies in my power, satisfy my we find but one, (the Glasgow, Paisley and have been repeatedly and particularly repre-friend Mr. Saltonstall's promise to you in sented, but so far without much effect." my behalf. crease, amounting to from £2500 to £3000 the tens of thousands, will come forward now, and give these works a lift. One united which take all my time, and oblige me to effort only is requisite to put them in train. make frequent and long absences from the Let every man who has an interest at stake, capital. Thus I am leaving town in a few come forward and take stock, -one or more days, for an absence of three weeks, but shares, as he may be able-but one share at will try in the mean time to collect some least,—and then they will be completed, matters that may prove interesting to you. when all will wonder how they could have been so long delayed.

> FOREIGN CORRESPONDENCE OF THE RAIL-ROAD JOURNAL.

The following letter from Major Poussin, a distinguished engineer of France, and formerly, if we recollect correctly, a member what we anticipate will prove to the Railroad Journal a valuable correspondence.

We are the more gratified in giving this, and promising more from the same source, as we hope thereby to become better acquainted, not only with the present condition and future prospects of the railway sysland, Prussia and Russia, and, indeed, in Europe generally. We are aware that the "Very few of the railroads of the United writer has as much upon his hands as ought to be asked of any man, yet when so much good may result to the cause in both countries, from a free interchange of reports, experiments, and results in each, through the columns of the Railroad Journal, we shall at the next session, in 1846. steadily increase, until they become as large feel justified in, and cannot well refrain as those of similar works in any part of the from adding to the labors of the gallant Ma. jor, to the extent, we hope and trust, of at It is singular that, with such evidence least one letter each month, and as many

In thus acknowledging our obligation to

[Foreign Correspondence of the Railroad Journal.] PARIS, May 8th, 1845.

No. 25 Boulevard Bonne Nouville.

Sir-I have received your letter of the speed.

I am for the present very much engaged with several lines of railroad in France,

The railroad system, by private enterprize, has gained considerably in France of late, and there is all probability that this remarkable fever of the public for railway investment will not abate for some time to come.

This remarkable change in the French of the U. S. Engineer Corps, under GEN. opinion is due in a great measure to the BERNARD, will be read with peculiar inte. influence of the results obtained in England rest by our numerous subscribers, as it has and in America. In these days, millions been by ourselves, as the introduction to of francs are readily subscribed for these schemes, whereas, a few years ago, they were unwilling to enter into the support of them. There are not less than four or five companies already organized, each with a capital of from 165 to 200 millions of francs, to bid for the charter, or privilege, of making and working lines from Paris to Belgium; to Lyons and Marseilles; to Bordeaux and Cette; to Tours and Nantes; to Chartres, Laval and Brest; to Rouen, Le Havre and Dieppe, and many other lines of minor importance.

> The Chambers, at their present session. will decide on the main lines; and most likely the secondary lines will be conceded

> Meantime, great efforts are making among practical engineers to improve the mode of locomotion, by the introduction of various new systems; namely, the atmospheric, with French modifications for the valves; the compressibility of air, with staalso making for renewing the experimenta tion of locomotion by steam on common roads; and important improvements are offered for the solidrity and security of trains on passing on small curves at high

I call the particular attention of your railway from Paris to Brest, as interesting, we have diverging from this city two rail- I shall endeavor, at my first leisure mo-directly, our American friends in various

fering a means of uniting more closely the the position of Portland cannot be mistaken afforded at the present day in travelling from interests of the two people, by the successful operation of steam navigation across the Atlantic, from a port of the United States upon the farthest waters of the Western this place. You are probably aware that at to this great sea port of France—the only one facing to the western world which is nor a speculation, nor a dream. The same a charter was granted for the construction completely out of all British influence in the eventuality of a war with that nation.

Renewing you my most sincere thanks for the interesting numbers of your valuable Journal, I remain, sir, very respectfully,

Your obedient servant, GUILLAUME TELL POUSSIN, Major du Genie.

The Editor of the Portland Advertiser, under the head of "Facts for the Railroad", says:

respecting the position and progress of the igan with the Illinois river, and thence with will be a short cut over land, and all dangers various railroads and canals in the West. the Mississippi, we find the statement that of shipwreck, &c. avoided." ern States, or rather in those regions which effective operations will be immediately constitute the basin of the St. Lawrence. commenced under the new arrangement ments respecting another important work Tais Basin is one of those vast receptacles of with the English bond holders, and a speedy farther up the lakes: American continent almost beyond any sim. Express says :ilar geographical features on other parts of the frozen regions of the arctic zone, shows Illinois and Michigan canal, will leave New lake Superior with that of lakes Huron, plainly enough, that the products of the tem. York for Illinois on Monday next, the 9th Michigan and Erie. In 1837, a survey perate and fertile region around its upper inst. They will reach Chicago, the north-was made by the Hon. John Almy, an engiwaters could never find a profitable nor conrangements of creative Providence have fixed ground till lettings are made, and the contractors of the mighty river, unchangeable while the earth endures; but the changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced with great energy and changeable while the earth endures; but the contractors commenced the nature itself. There is scarcely any subject nois river to lake Michigan, will be navious an industrial nature, which has more occupied the whole mind of the Northern States next." and of the chief British possessions for the last and now it has become impossible to prevent means. the creation of an artificial outlet from that gone far enough before. Men had not before ry class, either as regards its necessity or its obtained the wisdom, which experience only value, traversing, as it would, a line parallel struggle, now going on throughout New En-gland and New York—a struggle worthy of the time, and worthy of the noble prize, is meeting at Hamilton, which indicate a good to bring out and to pour out—not the waters Michigan, and a letter appears in the New of the St Lawrence—but its vast and count. York papers, conveying the following stateless products, to the highway of the nations. ments:

nor shaken, and the day is near at hand, the eastern cities to the west, a new route when our own city will be a point of import- is now in progress; I allude to the Great ant interest to the settlers and traffickers Western Railroad from the Niagara river to power that has scooped the beds of the lakes, of a railroad "from the Niagara river to and marked out the channel of the St. Law the Detroit river." A public meeting was rence, has planted the rocky barrier which held at Hamilton, Canada West, on the 15th embosoms Portland harbor, and there they inst., and the stock was at once eagerly ta-are, all in their great relation, which he who ken up. No public work ever yet undertais wise may understand. Latitude and longi- ken, either in this state, or leading to it, tude cannot be falsified. Geographical dis- promises to be so advantageous as this railtances are facts. "To the line and the road through Canada. In the winter the plummet," is enough for us to say, and entire western travel to and from the east, and none can gainsay it.

All the various efforts, therefore, which are making to perfect the communications upon the completion of this road, will be the in the regions of the lakes are of import-ance to us. In reference to the great work lies are every year deterred from coming We quote with interest further statements of the Illinois canal, connecting lake Mich. West, by the dangers of our lakes; this route waters and streams, which distinguish the completion of the work is expected. The

"The trustees appointed by the bondsame Providence has given to man the inven-tive genius and the creative power to open Juliet to the southern terminus at Peother channels and avenues for the supply ru, on the Illinois river, will be completed dimensions in the two plans, and from those of his wants, by which a secondary Provi- and in operation within six months; and it dence, if we may so phrase it exalts art above is expected that the whole line, from the Illi-

When this work is completed, the centwenty years, than the efforts and contrivan- tral portions of Illinois will have a double of level between lake Superior and lake ces to open artificial access to the basin of outlet—to New Orleans or to New York the St. Lawrence. The invention of railroads and New England. Which way will their is all that was wanting to perfect those efforts products go? Not all to the South, by any

We have before noticed the project for a valley to the sea. The enterprize of making railroad on the Canada side of lake Erie, Portland the seaport of the St. Lawrence, has from its eastern end near Niagara to a point not been put off too long. The time had near Detroit. Although we have expressed not come until now. Invention had not the opinion that this work is not of a primacan give, nor the creative energy, which the and near to lake Erie itself, yet it is proper success of bold experiments inspires. The to show what is thought of it by the responto find and to have the best point and line, and deal of interest, not only in Canada, but in

points of view, but most particularly as of In the calculations and hopes of this effort, "Among the many facilities and routes will make this city the great thoroughfare.

"Another advantage which will accrue

The same writer has the annexed state-

"It is a matter of deep regret that the Government of the United States has not long ere this made the ship canal around the the globe. The fact that the natural outlet holders of Illinois stock, to superintend the falls of Sault de Ste. Marie—the rapids in of this basin is by the far northern course of disbursement of the money contracted to be the river constitute the only impediment to the St. Lawrence, sweeping away almost to advanced by them for the completion of the the connection of the vessel navigation of venient transit by that channel. The ar. thereafter. The trustees will remain on the and the estimated cost was \$112,544. An-

"The difference between the two estimates arose principally' from difference of considerations which belong to a canal adapted to steam navigation, and to the active trade which the canal would have to

accommodate.

"The total length of the canal from water to water is about 4400 feet. The difference Huron is about twenty-one feet-which can easily be overcome by three lifts. The deep interest which is now awakened by the success of the copper mines on lake Superior, and the increase of shipping in this great inland sea, will, it is hoped, induce the next Congress to make an appropriation for a ship canal deep enough to admit our larg. est lake craft, &c."

Cattle now ride to market and thus save quite a per centage of fat, which, under the old process of driving, was walked off.

RAILWAY BUSINESS .- No one who does not pass frequently over the Worcester or Western railroad, or visit the immense merchandize depot at South Cove, can have any conception of the amount of freight, of almost every description, which daily passes

traffic; and nothing short of actual observa- village, June 11th, 1845. tion can convey any idea of the vast capasive transportation. Nothwithstanding the quantity of freight and the amount of passengers which at present constitute the traffic and Price, were unanimously adopted: of the Worcester and Western railway, the Business in both respects might easily be commendation of business for the specific portance to determine what extension should doubled or quadrupled, with but, compara-action of this convention, would respect be made. Four great routes-two from tively, a trifling increase of motive power. fully submit the following facts and infer- Concord and two from Fitchburg-were Even the great business already done upon ences for its consideration: this line of communication with the western

pacity or expansive power of a railway.

freight which is daily carried over the Wor- for their object having previously failed, in- plain. Another from Fitchburg, via Keene cesser railroad; but we have every day oc- corporated a company under the title of the and Rutland, to the lake; and the fourth, casion to be astounded at the moving masses of matter, inanimate and animate, which company, with a more than usual liberal Rutland, to the lake. The legislatures of are constantly changing locality, in utter grant of power, to construct a railroad from Massachusetts, New Hampshire, and Verdefiance of time and space. The long trains the south to the north line of the state of mont granted charters under which either of marchandize cars-often numbering fifty Vermont, up the vailey of the Connecticut or all of such extensions might be made; -which are almost constantly passing and and Passumpsic rivers. repassing upon this road, are unceasing oblarge quantities of eastern lumber, coal &c.; enterprize. and lately the western trains are returning their compliment of animate matter. The rangement of 1837, and under the pressure In the mean time, the river line of road was merchandize cars may now frequently be of the distress and embarrassment of that progressing north, from New Haven, by seen stocked with foreign emigrants, Boston eventful period this enterprize, with most reaches. It had been extended to Springhaving become the best landing place for others of a similar character, was for the field. From thence to Northampton it was them, in consequence of the ease, cheapness time suspended. and rapidity with which they can hence be conveyed westward, towards the great goal of of trade, a line of road from Boston, already incorporated and the stock nearly all subemigration .- Boston Traveller.

## RAILROAD CONVENTION.

We find in the Windsor, Vt., Journal of ing the spirit of the people of the Connecticut river valley on this subject. But they have now talked, and assembled, and resolved enough, and they must now, every man of them, put their hands into their own. not their neighbor's pocket; select a competent and faithful engineer, who will locate the road where it should be, rather than impulse of a business vastly increased by in connection with the line from New York, public interest and convenience. Look first was pushing forward enterprises of this de- sic to perfect the system, accommodate the for the best location—then to individual interest afterwards.

n convention of delegates from the several wonderful that the citizens of the valley of It was in view of such a state of things, towns interested in the construction of a the Connecticut, laboring under the great and to secure, if possible, such results, that

ures give an inadquate impression of this river, was held at the court-house, in this jected by the opening of the Western road,

city of a railway, both for speedy and exten- ing report and recommended the passage of most speedily, an opening to market, and

Your committee, as preliminary to a re-

interior, has hardly begun to develope the ca- in the autumn of 1836, with a view to facili- cord, via Haverhill and Stanstead, to Moncity or expansive power of a railway. tate communication in the valley of the treal. Another from the same terminus, We do not know the average quantity of Connecticut, various schemes having this via Lebanon and Montpelier, to lake Cham-

jects of amazement. The downward trains was made for a survey of the route, and com- has been wholly absorbed in the various teem with the products of the great west, missioners were appointed to superintend schemes for the extension of these two lines which in increasing quantities are finding the same. During the following year, a of road. their way to our market; the living mer-survey was commenced and completed by chandize—horned cattle, sheep, and hogs. Prof. Twining, of New Haven, and the Fitchburg road was secured, on the more which in the march of improvement new route found to be favorable for a road, both southern route, as far as Brattleboro', and ride to the slaughter-forming a very con-in regard to grade and cost of construction. within the last two months the capital stock siderable item of transportation. The up. In the mean time, active and vigorous mea- has been taken in another extension of the ward trains are loaded with the fruits of our sures were taken by the citizens of the val-same road, via Keene, to Bellows Falls, with manufactories, among which we daily notice ley to procure the accomplishment of this a confident expectation on the part of the

secure to itself the travel and freight, not extension of the latter to Burlington, via only of western New Hampshire, Vermont, Rutland. and northern New York, but also that of the Such was the aspect of railroad moveworthy.

over the great western line of railway. Fig. railroad along the valley of the Connecticut disadvantages to which they had been subshould naturally look to the extension of one The business committee made the follow- or both of these roads, as likely to afford, their choice.

> It became at once a matter of great imwarmly advocated by their friends respec-The legislature of Vermont, at its session tively. One of these routes was from Connd Passumpsic rivers.
>
> At the same session, a grant of \$3,000 the states of Vermont and New Hampshire

public that the same line, if extended at all, Immediately followed the commercial de- would be extended to the lake, via Rutland. in progress of construction, and from North-In the mean time, and before the revival ampton to Greenfield, a company had been completed to Nashua, N. H, was extended scribed, which last extension, in connection to Concord, in that state, and another line with the extension of the Fitchburg road to of road from Boston to Fitchburg, Mass., Brattleboro', will furnish a continuous line of was determined upon, both reaching towards road from New Haven to Brattleboro', wanthe valley of the Connecticut, and seeking ting, at most, some 6 or 7 miles. Thus, then, last week, the following account of the pro- an extension thence to lake Champlain and about two months since, a line of road from ceedings of the convention held at that place the vast regions of country north and west New Haven to Brattleboro', and also a line of on the 11th inst. There can be no mistak. of that lake, and each endeavoring to anti- road from Boston to Bellows Falls, had becipate the other in extension, hoping thus to come matters of certainty, with a probable

Canadas and the far north-west, and each re-ments in the valley of the Connecticut, at lying for the means of extension upon the ca- the origin of the movement of which this pital of Boston, which city, long distinguished convention is the result. It was believed, for unity of purpose and far-sighted enter- with a line of road from the valley below to prize on the part of its citizens, under the Boston, reaching towards western Vermont, where it will serve this or that particular the opening of the Western road and the es. it only needed a road from Brattleboro', up interest, at the expense for all time of the tablishment of the Cunard line of steamers, the vallies of the Connecticut and Passumpscription with a boldness, a method, and a entire state of Vermont, as well as western munificence alike wonderful and praise- New Hampshire, and give to both an opening east and south, and of consequence to "In pursuance of notice previously given, In view of this state of things, it was not the principal markets in the United States.

in the valley of the Connecticut, to reunite between the Cheshire and Vermont Central its through business, must insure its extentheir energies and to co-operate in a gene-companies, as proposed, to take such mea-sion to Montreal, and secure to it the imral movement to effect this great enterprise, sures as they may deem best, to secure the mense through business between northern with what success the call for this conven- accomplishment of the Connecticut and N. Y., Canada and Boston, which bids fair tion bears testimony. Hitherto, there have Passumpsic enterprize. been strong indications along almost the en-tire valley to press forward to the accomplishment of this object.

But your committee would further report,

Champlain up Onion river to Connecticut will be found in the following river, to connect with either the Concord or Fitchburg line, extended, and with a Great Central Route from Boston, via Fitchgrant of power and privilege, in the opinion of your committee, unprecedented in the legislation of New England. In public estimation, until recently, this charter was to nection direct between the Cheshire and public for the following reasons, viz: Vermont Central companies, having for its object the extension of the Fitchburg line, via Montpelier, instead of Rutland. If this of the Vermont and Massachusetts and Chearrangement is carried into effect, it will give a road along the banks of the Connecsubscribed, so far as to insure their complexity is reasonable by the comparative statement subjoined, of the disasters in Paris during a period of seven years caused by carriages: road, and during a very considerable part of from such entrance to Lake Champlain. the distance, the very ground upon which the 2d. Because the Central railroad is the ward, resulting in a conflict of interests.

fully recommend to the convention the as- structed with more facility, than any other sumption of no idle ground of opposition to line, and at a very moderate expense. time, most readily to avail themselves of cir- surveyed. cumstances favorable to their favorite project.

leave to report the following resolutions:

the notice given.

Resolved, That a committee of six perfinitely to their number, and with full au-the undertaking.

#### VERMONT CENTRAL RAILROAD.

The engineer of the Fitchburg railroad common line towards a rival market. (says the Bunker Hill Aurora,) having rethat within the last few days our prospects have assumed a new aspect. Arrangements have been entered into, which, if carried into effect, will materially affect the enterprise discussion of the subject for one week, and num, exempting the stock and property of which this convention has met to promote. a full hearing of the question, the board the company forever from taxation, besides The legislature of Vermont, at its session voted on Wednesday last, unanimously, to presenting other important advantages. in 1843, incorporated a company under the accept said report, and accordingly recom-

#### CIRCULAR.

burg, Keene and Montpieler, to Lake Champlain, Northern New York and Montreal.

The proposed railroad routes, designed to be used in the extension of the Concord line. connect the city of Boston with Vermont, The efforts of the friends of the Vermont lake Champlain and Canada, having been central route have, until a very late date, examined, with a view to concentrate pubfavored that extension. By a circular, ad-lic opinion on one route and insure its comdressed to the public, signed by committees pletion with all possible despatch, the underof the Fitchburg and Vermont Central companies, and respectively, by several gentlemen connected with the Pittsburg and Cheshire Cheshire railroads, with the Vermont Cencompanies, and other prominent railroad men, tral railroad, extending from the Cheshire it appears, that by a bold and wise stroke railroad, on Connecticut river, via Montof policy on both sides, an arrangement has pelier, to Burlington, is the best and most been entered into, in terms to effect a con-fcasible route, and we recommend it to the

give a road along the banks of the Connec- subscribed, so far as to insure their completicut for a distance of fifty miles, viz., be- tion, and an entrance into Vermont, and untween Westmoreland, N. H., and Hartford, der the SINGLE CHARTER of the Vermont Vt., occupying so far the route of the river Central railroad, the line may be extended

river road would of necessity be constructed, most practicle route through Vermont, havand if both projects should be pushed for ing through its whole extent no gradient exceeding fifty feet to the mile, while the soil The committee would, therefore, respect- is of such a character that it may be con-

sources.

an appeal was made to the various interests sioners, if a connection shall not be formed moderate cost, and large local traffic, aiding to exceed the traffic of the Western railroad.

8th. Because the route will open communication to Boston without forming a

9th. Because its charter is equally favor-

Because, for the foregoing reasons, it is title of the "Vermont Central Railroad mend the construction of that road to the certain the capital necessary for its con-Company," to construct a road from lake public. The reasons given for this decision struction may be easily obtained, as it must prove one of the most productive railroads in the country.

> Safety of French Railroads .- An exact return from the office of the Minister of Public Works, relating to accidents on rail. roads, exhibits these results of the first six months of 1844. On the six railroads terminating in Paris, and of which the total length is 340 kilometres-about 220 miles -there passed, from 1st January to 30th June, 18,426 trains, conveying 1,889,718 persons; the distances travelled were 510 .-523 kilometres, or about 127,254 leagues : and during that time and on these long routes, not a single traveller sustained any injury. Only three persons were hurt, and they were all agents of the company.

> This certainly presents a remarkable illustration of the security to human life of

Wounded. Year. 1834. 1835.....12 1836..... 5 1837......11 1838......19 1839..... 0 1840.....14

Important Discovery in Manufacturing Iron. - The New Haven Palladium states that Mr. W. C. Green, of New Jersey, at the proposed arrangement; but that it take 3d. Because the Green Mountain summit the Boston iron works, has made an imsuch action as to place the friends of a river on this line is depressed more than four hun- provement in the process of puddling the road in such position as hereafter, at any dred feet below the summit of the other lines iron from the pig to the bar. Instead of using the pig iron, which costs about \$35 4th. Because the line traverses one of the ton, he is enabled to use a large portion The committee would, therefore, beg the most fertile and productive sections of of the ore which costs but \$2.50 per ton, by the valley of the Connecticut, abounding which he effects, in labor and material, a Resolved, That the commissioners under in wealth, manufactures, and unoccupied the Connecticut and Passumpsic railroad charter be requested to take all measures

the Connecticut, abouting which he effects, in lator and material, a saving of more than 33 per cent., and he gives a far better quality of iron than that charter be requested to take all measures

5th. Because it opens in addition a large which is obtained from the pig; as much 5th. Because it opens in addition a large which is obtained from the pig; as much necessary to the opening of books for sub. and populous district of country, abounding better in appearance as China is better than scriptions to its capital stock, according to in minerals, agriculture and industrial re-earthenware. Mr. Green's secret consists chiefly in mixing a composition with his ore, 6th. Because the local business of the and while in a molten state, by which the sons be appointed, with power to add inde-route is sufficient to insure the success of carbon is more rapidly exhausted than it is under the old process, and the iron is thus, thority, in connection with said commis. 7th. Because its route, easy gradients, in half the time, left tougher and finer.

AN IMPROVED TURN-TABLE is said to have ed from its circular bearing all round the and Boat Spikes. The Albany Iron and Nail been introduced into use on several of the outer edge by the compound lever, and thrown Works have always on hand, of their own manufac-English railways; and as every improvement of the kind is of equal importance here as the distance required, and the table of head. From 2 to 12 inches in length, and of any form the left firmly down again on its solid cir. there, we give the following description of it cumferential and central bearing, or to what from the "Transactions of the Society of is called its rest position.

The kind is of class and their ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant-Arts":

DESCRIPTION OF ELLIS'S TURN-TABLE. BY B. ROTCH, ESQ. V. P.

This ingenious invention obviates one of the greatest objections to the turn-table, which is, its being supported on numerous small friction-rollers under its outer edge, as well as on a central pillar. The object of these rollers is to facilitate the turning of the table when the heavy weight of an engine or carriage is upon it; but this weight is so excessive, that coming, when passing over the table unequally, first on one edge as it enters upon it, and then on the other, as it passes from it, the table gets pressed down, first on one side, and then on the other, with such rapidity and violence of strain as to cause a great noise of successive jarring blows, and a constant derangement and damaging of the

Ellis's turn-table prevents all this, by doing away with these rollers, and allowing the outer edge of the table to rest firmly, and without rollers, on a solid support, or circular bed, made to receive it. It is also supported on a central pillar, on which the centre of the table bears firmly and steadily at the same time. When the table is left in this condition, which may be called its position of res', the bearings are so firm that the engines and carriages roll steadily over it without noise or jar, just as if it were a part of the railway itself; but the central pillar is so arranged as to be easily acted upon by a compound lever, on the principle of the lever of a weighing machine, and the table chine by adapting a steelyard and weights to day in the week, except Sunday. this compound lever; and, when it is required to turn a carriage or engine on the table, it southern tier of counties, and were it only is rolled on to it while remaining firmly and for the intrinsic beauty of the lake, and its steadily in its rest position, and, when the combination of cultured farms and beautiful

This plan is very simple, very effective, and saves an immense amount of wear and tear in the items of turn-tables. It has already been extensively adopted.

The project of building a railroad up the valley of the Connecticut to Windsor, Vermont, is attracting a good deal of attention. The Caledonian, published at St. Johnsbury, in reference to the object of the bers have for sale Am. and English bar iron, of all June, says:—"We have known for some short time that this project was on foot—motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; intelligence were engaging in it, and deter-inined to push it onward. The stock of a mined to push it onward. The stock of a engine manufacturers of this city. Orders addressored is already taken up to Greenfield, sed to them, or to us, will be promptly executed.

Mass., we believe—and there is sufficient. Mass., we believe-and there is sufficient field interested in securing the trade of the ja45 valley, can furnish."

projects alluded to will add nothing to the almost universal use in the United States (as well capital."-Connecticut Courant.

gant steam-packet Simeon De Witt and mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, may, in fact, be made into a weighing ma- Ithaca and the Cayuga Bridge twice each

Ithaca, continually in service, and leaving Ithaca and the Cayuga Bridge twice each day in the week, except Sunday.

This route is of importance to the entire southern tier of counties, and were it only for the intrinsic beauty of the lake, and its combination of cultured farms and beautiful combination of cultured farms and combination combination

AN IMPROVED TURN-TABLE is said to have ed from its circular bearing all round the DATENT HAMMERED RAILROAD, SHIP ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merrit, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

meeting to be held at Windsor on the 10th Juniata rods; car axles, made of double refined iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive

wealth in the valley to build a road to Wells the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inRiver, &c., with the aid men below Greenside. THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa.

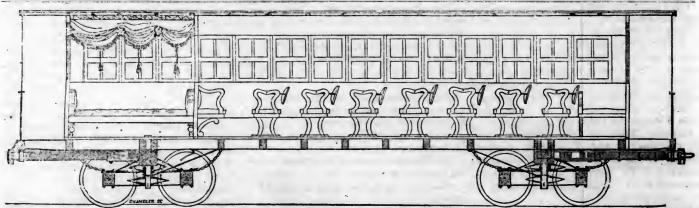
PATENT RAILROAD, SHIP AND BOAT The Boston Courier in alluding to the plans for railroads up the valley of the Connecticut, remarks:—

The Trailroads up the valley of the Connecticut, remarks:—

Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, "Who will not fail to perceive that the which after five years' successful operation, and no

rails, to any amount and on short notice. Almost all the railroads now in progress in the United States Cayuga Lake.—Captain Wilcox has this factory—for which purpose they are found invaluaweek put upon the lake the large and ele. ble, as their adhesion is more than double any com-

weight is placed on its centre, and has an equal bearing over the table, the table is lift-the traveller.—Alb. Jour.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and torwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

# NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

John S. Darcy, Esq., President.
J. P. Jackson, Esq., Secretary. Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY	7.	SUNDAY							
Courtland street	A. M.	P. M.	A. M.	P. M.						
7 37 1	9, 11, 12	2, 3, 43-4, 6, 71-2	9	4 3-4						
(1 1712 - 1 - 4 h 4	0 11	2. 0. 4 0-4. 0								
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Leave	6, 71-2, 111-2	834	11 1.9	81.9						
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Rahway	7, 71-2, 81-2, 101-2, 12	31-2. 5								
Newark		11.2, 4, 51.2, 7, 93-4	11 3-4	9 3-4						
For New York.	, , ,									
		10 4 35 1494	D 34 4							

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

#### TABLE OF DISTANCES AND FARES.

	New York.		Nev	Newark.   Elizabethtown.			Rah	way.	N. Brunswick		
	Miles.	Cenls.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	
New York Newark Elizabethtown Rahway New Brunswick	9 1-4	25 31 1-4	5 1-2	12 1-2	5 1-2	12 1-2	10 1-2	25 12 1-2	22 1-2 16 3-4	50 50	

# FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

NO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any necessione offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Maccn, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs, Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona

Philadelphia, Pa., April 6, 1814. ** The letters in the figures refer to the article given in the Journal of June, 1844.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill in manufacturing Spring Steel from 14 to 6 inches Sites Towns, Farms, Wild Land, etc., surveyed, in width, and of any thickness required: large quantum plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES.—

Col. James F. Baldwin, Civil Engineer with great promptitude, at reasonable prices, and the Boston, Col. J. M. Fessenden, " " warranted. Address

Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad. " " JOAN F. WINSLOW, Agent,
ja45 j5a3 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse " " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to T. W. & R. C. SMITH. Founders and Machinists

May 12tf Alexandria, D. C. RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the

above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., ja45

21 Broad st., N. York.

ACHINE WORKS OF ROGERS, KETCH-MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass eastings of all descriptions.

ROGERS, KETCHUM & GROSVENOR.

Paterson, N. J., or 60 Wall street, N. York.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the treck. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if

working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patente G. A. NICOLLS, Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 14 in. to 24 in thick.—bored and turned outside if required. Railroad Companies wishing outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wrot, Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive: Stationary Steam Seriews; Rainfoad Funiping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Ergines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective from and Brass Castings of all descriptions.

TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	' A M.	P. M.	MILES.	PAI
oston	Portland	Eastern,	Daily,	71,		106	\$3 0
"	Portsmouth	"		71,	21, 41,	54	20
"	Newburyport			71,	21, 41,	35	1 2
	Salem	*****	"		21, 31, 41, 6,	14	1 5
	Portland	Boston and Maine,	"	7.		109	3 0
ortland	Boston			71,		109 26	3 0
oston	LowellBoston.	Boston and Lowell,	"		9 41 51	26	7
owell	Concord.	Concord,	"	71, 11,	2, 45, 04,	76	2 0
oncord	Boston	Concoru,			31	76	20
oston	Nashua		"			41	1
ashua	Boston.					41	1 :::
oston	Worcester		66	7, 9,		44	12
Vorcester	Boston.	" "	66			44	1 2
46	4		Sundays,	7,			1
oston	Worcester				2		
oston	New York via Norwich	" "	Mon. Wed. & Fri.		4		
"	" L. Island railroad			7	-,		
44	" New Haven		Daily,	19	21		
41	Albany	Western,		9	24	200 -	6 0
lbany	Boston	"		81,	11	200	6 0
pringfield	Boston and Albany		"	7,	3,		
oston	New York via New Haven		"		21		
harlestown	West Acton		44		1, 41,		
Vest Acton	Charlestown		"	71, 101,	5,		
oston	New York, via Steamboat trains		Tues., Thur. & Sat.,		41,		
"		Boston and Newport,	Mon., Wed. & Fri.,		41,		
	Providence	" "		71,	4,	41	1 5
ovidence	Boston		"	On arrival of the		41	1 5
aunton						••••	
ew Bedford	Boston		"	74,	21	•••••	
oston	Dedham		"	81,	3, 61,	••••	
edham	Boston	" "	"	7, 10,	54,		
ew York			"	71,		95	2 2
ooklyn			"	91,		26	5
46	arcomport.	"	Tues., Thur. & Sat.,	94,		95 :	2 2
	Hicksville, (Saturd'y to Suffolk)		Daily,			<b>26</b> .	5
reenport	Brooklyn, (Boston train)	*****	**************************************		1,	95	2 2
al-amilla	(accommodation do.).		Mon., Wed. & Fri.,	~		95	.2 2
icksville	" & intermediate places. Albany & Boston via N. Haven	*****	Daily,	7,		26	5
ew tork	Middletown	Steamer,		61,		****	5 0
: Adlatamm	New York.		"	8, 3,		53	••••
iddletown		Reading.	"	61,		-53	0.5
niladelphia ottsville	Pottsville	Reading,	"	9,		94	3 50
ew York	Philadelphia	N. J. railroad and trans. co.,	"	9,	0.0 4. 0 5.	.94	3 50
ewark		[9 A. M. and 3 P. M., con-	"	9, 11, 12,	2, 3, 41, 0, 74,	91	25
CWAIK	" Tolk.	nect with Morris Railroad.	Sundays,	71, 81, 9, 11, 9,	15, 4, 55, 7, 9\$,	91 91	2
ew York		[9 A. M. and 41 P. M., trains,		112	01	91	2
(6		connect with Somerville Rail-	Daily,			141	3
izabethtown		road.	1	7, 71, 81, 101, 12,	31 2	141	31
ew York	Rahway	N. J. railroad and trans. co.,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	9, 11,	3 41 6	194	3
hway	New-York.		46	61, 7, 81, 12,	44 94	191	3
w York	New Brunswick		"	9,	3. 43	31	5
	New York			6, 71, 111,	81	311	5
4.6	46	"	Sundays,	111,	81	311.	- 54
w York	New Brunswick		. "	9	41	311	. 5
iladelphia	New York	Camden and Amboy,	Daily,	7,		91	3 0
w York	Philadelphia			51,		91	3 0
iladelphia	Bristol.	Philadelphia and Trenton,		9,		30	. 78
istol	Philadelphia		"		4,	30	7
iladelphia	Baltimore	Philad. Wil. and Baltimore,	"		4,	93	
ltimore	Philadelphia	"	"		8,	93	
orbinaton	Washington	Baltimore and Washington,	"	9,	5, 11‡,	41	2 50
ashington	Baltimore		"		51,	41	2 5
ltimore	Cumberland and inter. places	Baltimore and Ohio,		74,			• • • •
	I TOUCHICK						
mberland incock	Baltimore			8,			
artinsburg	66						••••
rper's Ferry.	66			111,	101		• • • •
derick	"	" " "	"	•••••	121,		• • • •
"	(6	******	Sundays,	8	2,		••••
icott's Mills.		44 44			41		••••
hmond	Petersburg.	Richmond and Petersburg,	Daily,	71, 12,		••••	• • • •
	Richmond	rtenmond and Felersburg,	"	104,			••••
any	Schenectady	Mohawk and Hudson,			51		
	Albany	Monawk and rideson,		8,	51,		
enectady.	Saratoga				3½, 2		
		"				••••	• • • • •
oany	Albany			7,		•••••	
ratoga	Albany	Troy and Saratoga				******	
oanyratoga	Saratoga	Troy and Saratoga,		71			
ratoga	SaratogaTroy	" "	"			· · · · · ·	
ratoga oy ratoga burn	Saratoga	Auburn and Rochester,	"	81			
pany patoga pato	Saratoga Troy	Auburn and Rochester,		81 8,	3,		• • • •
banyratogaoyratogaburnchester	Saratoga Troy. Rochester.	Auburn and Rochester,  Rochester and Buffalo,		81 8,	3, 3,		
bany ratoga oy ratoga iburn chester ffalo	Saratoga Troy. Rochester. Auburn. Buffalo.	Auburn and Rochester,  Rochester and Buffalo,	" "	81 8,	3,	••••	••••
banyratogaoyratogaburnburn	Saratoga Troy. Rochester. Auburn. Buffalo. Rochester.	Auburn and Rochester,  Rochester and Buffalo,	66 66 66 66	8t 8, 9,	3, 3,		• • • •

# AMERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

#### ESTABLISHED 1831.

Baltimore railroad.

gers, or, in fact, to the conductor himself, until the train, (as was supposed from some

circumstances attending the case,) had passed several miles in advance of the place where the accident oc-

curred, whereas had the car been constructed on the common plan



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM

SECOND QUARTO SERIES, Vol. I., No. 26.1

THURSDAY, JUNE 26, 1845.

[WHOLE No. 469, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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Troy, N. Y. (See Adv.)
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MEWCASTLE MANUFACTURING COMpany, Newcastle; Del. [See Adv.]
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CYRUS ALGER & CO., South Boston Iron Company.
SETH ADAMS, Engineer, South Boston, Mass.

Company.

SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.

C. C. ALGER, [Stockbridge Iron Works,] Stockbridge, Mass.

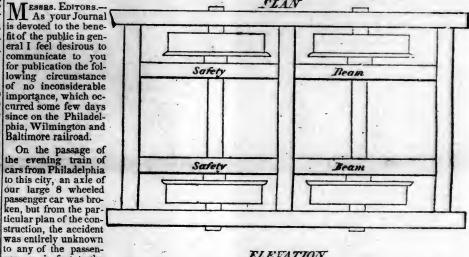
# IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad. Pa. [See Adv.] THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

## KITE'S PATENT

SAFETY BEAM.



# ELEVATION



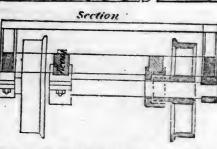
the same kind of acci-dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been

used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
JA model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



NO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of ales, having obtained a patent in the United ates for his process of smelting fron Orc with Analysis. Wales, having obtained a patent in the United by States for his process of smelting fron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture

of Iron according to Mr. Crane's principle.
A. & G. RALSTON & CO., ja45
No. 4 Sout Fronth st., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

#### PASCAL IRON WORKS.

## WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L. and other-dixtures to suit, fitting together, with serew joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For painphlets, manuacturers with small capital. For painpinets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Ciril Engineer,

VALUABLE PROPERTY ON THE MILL.

Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine slop, 47x43 feet, with large engine, face, screw, and other lathes, suitable

to do any kind of work.
Pattern shop, 35x32 feet, with lathes, work benches, &c.
Work shop, 86x35 feet, on the same floor with the

corn oven.

pattern shop. Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451 feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and

Store house-a range of buildings for storage, etc.,

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto

Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Fanadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnity Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of ing of every description; Cast wheels (chilled) of valuageous to the varied interests connected with any pattern and size, with Axles fitted, also with their construction and operation; roads having in the construction and con

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, attention.

President of the Newcastle Manuf. Co. ja45

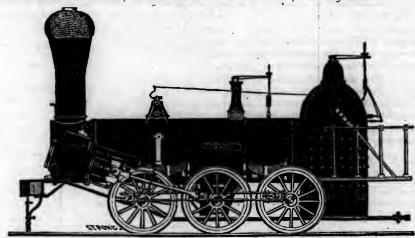
YUSHMAN'S COMPOUND IRON RAILS of etc. The Subscriber having made importat improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc. -respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an op-portunity of *improving* their roads on terms very ad-vantageous to the varied interests connected with

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

# LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 2, 14  $\times$  20 66 3, " 66 " 6 141 " 66 44  $\times$  20 66 66 4, 124 33 111 44 66 66 20 44. 5, X 101 66 66 66 66 66 "  $\times$  18 6,

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

RAILROAD COMPANY.

We have received and cheerfully give Niagara Falls railroad for the year ending Buffalo and Niagara Falls. May 31st, 1845.

Niagara Falls railroad company, in submitting their annual report to the stockholders. congratulate them upon the improved conalso that the important improvements designed by stockholders at their last annual meeting have been nearly finished, and will sequently due on them \$2,299 77. be entirely so in two or three weeks hence.

zation of the company in June last, new instalment, or sell their \$100 stock to those sufficient for its wants. stockholders became interested, with the design of putting the road in an effective for their interest to adopt one course or the state, the board of directors have deemed other. the present time a suitable one to lay before them full and minute details as to the origiand its appurtenances, and their views of its opening in 1836: future prospects, so that each stockholder may be possessed of accurate and minute information, and be enabled thereby to form an estimate of the intrinsic value of the stock.

The act to incorporate the Buffalo and Niagara Falls railroad company was passed by the legislature of the State of New York, May 3, 1834, and a copy of said act is annexed, whereby the stock to be created was limited to 1100 shares of \$100 each, or \$110,000.

By an act passed February 27, 1837, a copy \$100 each, or \$150,000.

"by an addition of  $33\frac{1}{3}$  per cent. to the two and a half hours—sometimes even more amount of each of the several shares, so that —and altogether it had a bad reputation the said stock, which at present consists of with the travelling public. In addition to Between 31st May, 1844, and 31st which shall represent and be estimated at tra wear and tear, and the outlay necessary etc., has been .......\$22,172 84 one hundred and thirty-three dollars and from year to year to keep it in a state barely thirty-three cents."

By the same act the corporation is authorized to borrow such sums as may be ne- at a cost of £5 15s. sterling per ton there, ty of the said company, or in such other have been well sold for re-manufacture. manner as the directors may deem expedient.

cost of construction being about as follows: apart. Grading .....\$32,000 Railway superstructure..........63,000 in a substantial manner, at a cost of \$2,300, Land houses and shops...... 7,500 and is 140 feet by 38 feet broad. Cars, locomotives and horses......29,000 The bridges across the Eric canal and Oil .......

REPORT OF THE RUFFALO AND MIAGARA Engineering, repairs and contingen-

Under the law of March 27, 1941, the ley & Drury, of Boston. The board of directors of the Buffalo and new holders of stock have paid this year 1431 shares, or in gross, say, \$47,695 23.

who are ready to do so; it being manifestly

oponing			
Year ending	1st April,	1838,	\$26,620 29
	. 66	1839,	29,399 13
9 months, "	31st Dec.	1839,	31,492 88
Year ending			29,740 79
"	66	1841,	26,788 37
66	46	1842,	21,257 15
66	66	1843,	17,175 30
66	66	1844,	22,000 54
		•	

204,474 45

Average annual gross receipts about \$26,-

As explaining the decrease in receipts durrails originally put down were but a half steamboat in less than two hours. Subsequently on the 27th March, 1841, inch thick, and after being run over four the legislature of New York passed an act, years, were weakened, and thus partially suitable for running over.

The iron was bought last fall in England, Repairs of engines, cars and ma-

Under the two first laws the sum of \$150,- in thickness—tongue and groove—bars 18 000 was expended on the road, and in the feet long, and made from No. 2, or merchant fall of 1836 it was opened. The original English bar iron. Spike holes 18 inches

Tonawanda creek are of a substantial charcies ...... 14,000 acter, and were built at a cost of \$3,000.

The motive power of the company, so es-156,000 sential to its vigorous action, is as complete tors to the stockholders of the Buffalo and real estate locametica power of a latent as can be desired—consisting of three enone of them has just been finished by Hink-

Last summer a new long car, capable of \$33 33 per share in cash, to the extent of carrying 52 passengers, was made by Eaton & Gilbert, of Troy, at a cost of \$1,650, and The remaining 69 shares of \$100 stock, a second one to contain 56 passengers was dition of the affairs of the corporation, as are in the possession of old stockholders, ordered from the same makers this spring, who have not yet paid down the instalment at a cost of \$1,600, and is now on the way of \$33 33-100 per share, and there is con- to Buffalo. These, with six of the best of the old reserved cars, (24 passengers,) three It may reasonably be expected that the commodious baggage and freight cars, com-In view of the fact, that at the re-organi- holders of these shares will pay down the pleted the motive power of this read, and is

The result of the business of the past year, which the board of directors submit to stockholders, although favorable, they do not re-With a view to form some estimate of the gard as a fair criterion to form an estimate probable future revenue of the road, the of the future earnings of the road; inasmuch nal organization of the company, its past board of directors submit a statement, show- as until the present date, the road has not earnings, the present condition of the road ing the gross receipts of the road since its been in an effective state, and as now organized, the trips will be increased during the pleasure travelling season, will be run with regularity, and in about an hour's time; and it may reasonably be assumed that these causes will tend to increase the gross earnings, the more so as by reason of slow rate of travel over the road, steamboats running down the river from Buffalo to the Falls have been enabled to land passengers nearly at the same time, although in returning up the river to Buffalo against the current, the railroad time has been much shorter than the steamers, even at our previous slow rate of speed. The time fixed upon for running our of which is annexed, liberty was given to ing the last four or five years, it should be trips in future over the road, will of course create 400 shares of stock additional, mak- borne in mind that the road was during that prevent competition as to time, as passening the whole capital stock 1500 shares of period in an inefficient state, as the iron gers cannot be conveyed to the Falls by

The board of directors, in order to enable stockholders better to comprehend the true copy annexed, authorizing the corporation rendered unfit for use. The time occupied financial condition of the company, submit to increase their capital stock to \$200,000, in passing over the road varies from two to herewith a copy of the balance sheet taken from the books of the corporation, this 31st

Between 31st May, 1844, and 31st May, 1,500 shares of \$100 each, shall hereafter con. these disadvantages, the expenses of running 1845, the gross earnings of the company, sist of the same number of shares, each of were greatly increased by reason of the ex- for passengers, extra baggage, U. S. muil,

And during the same period all expenses have been as follows:

cessary to improve the road, not exceeding which was a very fortunate purchase, as at the sum of \$50,000, and to secure such last dates the same description of iron was loans by pledging or mortgaging the proper-quoted at £10 10s. per ton. The old rails Repairs of railroad and super-

repairs of fairfoad and super-		
structure	753	90
Taxes and rent	710	13
Horse power	685	28
Fuel	500	18
Contingent expenses	398	92
Office expenses	369	07
Interest on \$5000 bond and mort- gage on real estate, to 31st May,		•
1845	350	00

Stationery ......

404 A	MERICAN	RAILROAD	JOURN	AL.	
Printing and advertising 10	95 4 horses, est	imated value, \$300 0	0 . 1	Extract from Minutes of Board of .	Directors.
		100 0		Since the above report was pr	
Total earnings10,18				view of the negotiations now per	
11.09		se car & wag'n 115 0		tive to the continuation of the	
Total expenses11,98 From which amount there should	9 00			Lockport to Rochester, and at the	
be deducted the interest accrued	Gross as	ente	9 070 40	tion of those charged with negoti following resolution was adopted	at a most
on the bonds for \$14,670 due in	From wh	ich is to be deducted.	2.591 16	ing of the directors on the 7th of	June:
1854, which interest is payable	1.0	ion to to do doddotod,		Resolved, That the board reco	
on the 1st July, 1845, say 11	Surplus,.		.\$6,479 24	the stockholders of the corporat	
months, at 7 per cent 94	1 32 During	the summer, it is co	ontemplated	render ten per cent. of their stor	k to suc
	building tv	o new turn tables,	house for	persons as shall furnish and	expend a
11,04	7 76 wood and v			amount necessary to build a ra	
or say \$73 per share, (the whole numb	er of engine hou	se, at a cost of \$1,65		iron rails from Niagara Falls via I	
shares being 1,500) net profit for the ending 31st January, 1845, equal to sa	v 51 dividend of			Rochester, provided an amount ne	
per cent. net upon a capital of \$200,00	0. on the 10t			days; and that said road be co	
The whole debt of the company am-	ounts ings of the	company, and have	directed the	the 1st of January, 1847.	p.c.v.
to \$19,670, viz:		give to stockholders			D. Falo an
\$14,670 in bonds issued, payable in	854, at foot.			Statement of the Condition of the Niagara Falls Railroad Company	
interest annually at 7 per cent.		usion, the board of dir		1845.	,,
\$5000 due on bond and mortgage, o				Cost of construction, (this accoun	
depot at Buffalo, due in 1854, interest		on, that there is reason		the original amount of capital stock	
This latter debt it is proposed grad		that the receipts for f		000; also the debt of the old amounting to \$14,670. All items ex	
to pay off, and subsequently to crea				1st June, 1844, on the road, bed	
annual sinking fund for the payme				structure, such as timber, wooder	rails, iro
bonds due in 1854.	of running	the road, as the mos	st rigid eco-	spikes, &c., in fact, every item of	
The board of directors have had	inder nomy will	be practised consiste	ent with the	road, bed, and superstructure, of a character, as likewise car house, m	
consideration the subject of a dividend	from true intere	st of the company.	Apart from	tools, and real estate at Buffa	
these nett earnings; and after matur	e de. the sources	from which this ro	ad draws its	Falls, and Tonawanta. As soo	
liberation, have concluded that it is	home travel, new	channels may soon	be opened	rails are realized, the amount to	
prudent to divide only a portion of inasmuch as there remains due and page	able road and	with a knowledge of	those pro	that account per contra, will be the reduction of the account, and	
during the ensuing month, for lumber	and jects each	stockholder can bet	ter estimate		\$222,623 5
ties furnished, and to be furnished, a	also for himself	the ratio of increase	likely to ac-	Repairs engines, cars, and ma-	
for labor to be done\$2,5	11 16 crue. A	proposal has lately be	en made by	chinery, (embraces ordinary re-	
Besides which, the available assets	of the several Be	oston capitalists to	extend the	chinery at workshop.)	2,315
company are not all immediately con	verti- Lockport	and Niagara Falls rai	lroad to Ro-	Locomotive and car power, (cost	-
ble into cash, and may be thus classifi	chester, as	originally designed	by its char-	of locomotives, cars, &c., since	0.000
and sold there, on which there is a	bal new pand	negotiations have be	en, and are	1st June, 1844,) Repairs railroad and superstruc-	9,002 3
ance due by Davis, Brooks & Co.	sub- was grant	ad at the last session	of the legis.	ture, (keeping the railroad and	•
ject to the company's draft, as pe	bal- lature for	he construction of a r	ailroad from	superstructure in tituer,)	753
ance sheet\$3,3	01.52 Oswego, o	on lake Ontario, to S	Syracuse ;-	Salaries and clerk hire, (embraces salary of treasurer and superin-	
90 tons additional of old rails now		carried out, would dou		tendent of clerks at Niagara	
shipping to New-York, to Da-		via the lakes to Buffa		Falls and Buffalo,)	2,009
vis, Brooks & Co., to be drawn				Office expenses, (expenses of office	0.00
for from hence	ou will serve	to connect the western	n part of our	at Buffalo and Niagara Falls,)	369
10,000 lbs. new spikes, at 5½ cts.	50 00 band ren	dering more accessib	tiantic sca-	Horse power, (hay and grain, drivers' wages, repairs of harness,	
Three old wagons,		the new world, lessen		&c., &c.,)	685 2
		to reach it, and dim		Kunning expenses, (engineers and	
	cost of tra		G	conductors' wages, firemens, blacksmiths, runners, &c.,)	1,581
\$7,3	11 52 The cor	mpletion of these worl	ks are depen-	Taxes and rent, (state tax and rent	2,001
Which amount is the same as		true, upon many con			710
cash.				Stationery, (books, paper, quills,	000
Added to the above, there are		of the road by its re-		Contingent ownerses thilling ant	209
other items, as follows: Cash in hands of treas'r, \$561 68		e amiss, in connection well the influence like		tle and other itains which are	•
Due from Messrs. Holly		the opening of these r		not classified under any other	
& Porter, on demand, 97 20		obability of their com			398 500
Bills receivable per bal-	in a given			Oil, (for engines, cars, &c.,)	198
ance sheet, 135 00	Ву	order of the board,		Printing and advertising, (adver-	15
<del></del>	93 38	WM. A. BIRD, Trea	surer, &c.	tising in public journals, print-	100
	07.40	DIRECTORS.		Interest, (on debt, or discounts al-	100
Available as cash\$8,1		Cracy, of Buffalo, Preside	ent.	lowed on notes received,)	350
Leaving to be realized during	William A	. Bird, of Black Rock, Tr	reas. & Supt.	Wm. A. Bird, treasurer, (cash in	
Leaving to be realized during	Jergel T LI	atch of Ruffalo			
the summer months, (exclusive of	Israel T. H	atch, of Buffalo. rter, of Niagara Falls.	•	his hands and lodged with bank)	561
	Israel T. H Peter B. Po Rufus H. K	atch, of Buffalo.			561

Profit and loss, (various items arising out of old road prior to June 1st, 1844. These will be more than balanced by proceeds of old property, referred to in report,) Fulton foundry, (a current acc't.,) E. M. Stagg, (secured by 16 shrs. full stock, H. W. Clark, (clerk at the Falls. This amount is lodged with him to make change,) Jewett, Foot, & Co., (a current account,) R. Truman, do. do., J. S. Williams, do. do., Manchester & Brayman, do. do., Cash, (on hand in drawer,)
G. W. Holley, (a current acc't,) A. H. Porter, Bills receivable, (proceeds of some of the old stock sold,)

Stockholders, (represented by the first issue of stock, for \$150,000, and by the second issue of \$33 33 per share so far as made,) Bonds due in 1854, (issued payable in New-York, bearing 7 per cent. interest, negotiated at par,)

Moses Cherry, (a current acc't,) R. H. Boughton, ""

Passenger earnings, Freight earnings, Post-office Department, (receipts from passengers, extra baggage, U. S. mail, &c.,)

Old iron, (proceeds old rails as shipped and when completed to be carried to credit cost of construction.)
Augustus Porter, (current acc't,)

Bond and mortgage, (on real estate at Buffalo,)

WM. A. BIRD, Treasurer.

Buffalo, June 6, 1845. ending 21st May, 1845.

State of New-York, will be payable in the with such a road." city of New-York; that registered on the books in Buffalo, is payable here.

W. A. BIRD, Treasurer.

izens to the subject of this work. It is acion it holds with the railroad in progress from tained by monied men; and further, it is the head of lake Ontario to the Detroit river, believed that the Colonial Secretary, having on the Canada side. The Commissioners had his attention directed to it, is disposed for opening the subscription books are to to give every facility that can be legitimately meet here in a day or two, and we think we extended by the Government. can hardly do a better service at this time One company has been actually announ-

993 10 ning. The distance from New York to De- ing this great undertaking. 433 28 Jour.

87 00 our citizens, and all others interested in hav- property in this vicinity, and the line of 60 00 ing the western travel preserved to the route country through which it may pass, to an 14 25 which it now takes, through this state. extent that cannot at this moment be ea-113 41 Monroe Co. Dcm. 31 77

65 43 THE CAPACITY OF THE PHILADELPHIA AND READING RAILROAD .- Morse's Tele. 135 00 75 18 graph .- A correspondent of the Washington capacity of this road for the transportation of coal may be vastly augmented. Messrs. \$248,107 80 Baldwin & Whitney, of Philadelphia, offer to haul down this road 100 iron cars with 5 tons of coal in each, or 500 tons in the \$198,458 66 whole, at the rate of 9 miles per hour! Now, 14,670 00 days would give an aggregate transportation amount of capital (\$1,000,000) subscribed, and of 3,756.000 tons. They think, however, the first instalment paid, on Tuesday last. by the aid of extra engines and the use of 22,172 84 Morse's telegraph, they might, by possibility, he able to start a train every thirty minutes. be able to start a train every thirty minutes. This would enable them to send to the Dela-7,494 75 ware twenty-four thousand tons per day, or 311 55 the enormous quantity of seven millions five 5,000 00 num. The cost of transportation of coal on Pintsburgh, and with the line of canal extending efficient engineer and superintendent of the na river.-Jour. Com. transportation, machinery, and motive power, estimates at from 35 to 38 cents per ton for clared a dividend of 3 per cent. upon the stantly making, this rate will be greatly recapital stock, and payable on the 10th July duced. It is thought the motive power alone next, from the nett earnings for the year will not exceed 151 cents, and may ultimately be reduced to 10 cents per ton. Under The dividend on the stock registered at these circumstances, no canal, with lockages the transfer agency, at the Bank of the and delays, can ever be made to compete no time to be lost.

#### RAILWAYS IN CANADA.

The Quebec Gazette states, on the autho-

than to publish the several acts in relation ced, the Western Canada, Ontario and Huroad will be speedily quilt, andthat it will ligence has been received by the last packet, its class.

be a good paying stock.—When the new to the effect that a warm interest has been track is laid on the eastern roads, the pas- excited in London on our behalf, and that sengers by the morning run will dine here, arrangements are in progress of formation to and take the boat at Oswego the same eve- co-operate with the Canadian people in effect-The prospectus 256 48 troit will then be accomplished in two days, has been received by Mr. Sheriff Jarvis, and to Chicago in three days .- Syracuse printed in London, accompanied by a map of the proposed line, with distances marked, "A word to the wise is sufficient." A col. running from Toronto to Goderich. Several umn of comment upon this paragraph would meetings have been held in this city to carry not add anything to its force. It should, into operation this much desired object-one however, have the effect to open the eyes of that cannot fail to increase the value of sily calculated. The commencement of such a work in Canada would prove of incalculable benefit and importance, hardly to be exceeded by their utility after completion. Employment would be afforded to our poor-39 30 Union, writing from Pottsville, says: "The er settlers, and emigrants of that class newly arriving; new tracks of country would be opened up, new settlements formed, and the impetus given to trade by the facilto supply engines which they will guarantee ities of railroad transport, would, in a brief space of time, work a wondrous change in cin our mercantile world. - Toronto Herald.

NORTH BRANCH CANAL, PA .- A slip from it would be practicable to start down a train the office of the Wilkesbarre Democrat says every hour; this would give, for 24 hours that the books were opened for subscription to 12,000 tons per day, and for the year of 313 the stock of the North Branch canal, the whole

This work was originally known in the Lethe New York State line, in the county of Bradford, near the village of Athens. From Northumberland the Susquehanna canal extends to Duncannon, where it unites with Pennsylvania's hundre I and twelve thousand tons per an- main line of canal and railroad terminating at this rond the present year. Mr. Nicolls, the to Havre de Grace, the outlet of the Susquehan-

MIAMI CANAL-CINCINNATI AND TOLEDO. We learn from Mr. Ruffner, says the editor The board of directors of the Buffalo and the whole distance, one hundred miles. He of the Cincinnati Gazette, of the 12th instant, Niagara Falls railroad corporation have de-thinks, by the gradual improvements con-that water will be let into the canal on Friday evening next. It is now in to Middletown.
When opened, we shall have communication with Toledo! A fleet of lake boats may be looked for in our city by next Tuesday! If our friends mean to have a celebration-to do any-

EXTRAORDINARY PERFORMANCE OF A LO-COMOTIVE ENGINE, AND UNPARALLELED IN 1TS DAY .- The locomotive MANATAWNEY, on the rity of its London correspondent, that sev- Reading railroad, during the months of August THE OSWEGO AND SYRACUSE RAILROAD. cral propositions have been brought before and September, 1844, ran 8841 miles,—equal We desire to call the attention of our cit- English capitalists, for the purpose of raising to 166,43 miles for each working day,-and izens to the subject of this work. It is accupital by shares, to form railways in this hauled over that road 10,064 ions of coal, and quiring great importance from the connex. The project is favorably enterreturned with the empty cars-and costing for repairs during that period only \$97,04! Weight of engine 1308 tons, with four 48 inch driverscylinders 121 inch diameter, with 20 inch stroke. Norris & Brothers, Philadelphia, manu-

This was certainly taxing the machine at a to this road, in a compact form. We cannot ron Junction, with a capital £300,000: and high rate, yet not beyond its powers, as it is now permit ourselves to doubt, that the Oswego we have much pleasure in stating that intel- one of the most efficient engines on the road of

	1		1 40	4.7			Dividend at		1 /	NEV	V AND I		ED 1	Shar
		pounds,	otal sums, in pound otherized to be raise loan or mortgage.	poundi ates o heets.	working in six months a latest bal-	gs, in months test bal	meeting.		1		RAILV			Capit
,	opened.	nod e	Par La	snms, in pounded at dates	ing CEST	es t	,	-	9	Aberd	een			1,600,
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NAME OF RAILWAY.	6	da.	2 B	a t	¥ " " 3	in in	share	annun share.	share.		t and Ba			385,
	Miles	ize	ize	a page	Te de le	ed fe			Jo		ourn and			400,
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		Tot	Tot auth by I	Total expen	Cost of wor pounds for sir as stated in la lance sheets.	Total earning pounds, for six is as stated in late ance sheets.	£ s. d £	B d P	Value		Wigana			800,
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st County and North and East	80	4 443.200	1.341.155	3,931,905	47.38	118,726	1 6 6	45	57	Glosgo	ow, Dun	n. & Ca	rlisle.	
inburg and Glasgow	40	1,125,000	375,000	1,649,523	29,429	55,866	1 2 6 4	10 0 50		Gt. So	uth and	West I	Ext ]	1,200
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inchester and Bolton	1.0	778 100	197 730	773 743	8 585				110		sh Centr			700
inchester and Leeds and Hull		9 937 500	1,943,932	3.921.593	46.65		71.		88		eld and			650
dland railway	178	15 158 900	1,719,630	6.279,056	76.98	281,898		100			sbury a			400
weastle and Carlisle			188,563				4 004	0 0 100	105	Shrew	. Wolv.	Dudly	& B.	900
weastle and Darlington				405,728				hil. 21		Trent	Valley			900
weastle and North Shields					8.94	18,466	2	0 0 50	37		London			64
orth Union	39			1,015,447	9,071	37,794		16 8 100	104	West	Yorkshi	re	]	1.000
ris and Orleans	82			1,978,415			0 16 0 8		39	White	haven a	nd Ma	ryport	100
ris and Rouen		1,440,000	)		31,24			0 0 20		FI	RENCII R	AILWAY	3.	
reston and Wyre		830,000	179,852					ihil. 50			gne and			
effield and Manchester						14,876		ihil. 8:		Centra	al of Fr	ance	]	1,280
outh Eastern			1,530,277		40,99			2 0 50		Lyons	and A	vignon.		2,400
aff Vale							0 0 6		55	Orlean	s, Tour	s & Bor	deaux	2,000
ster								1 8 29 ihil. 16	95	Paris	and Lyo and Orl	ms		2,500
rk and N. Mid, and Leeds and			62,500	676 644	97 13	55 759	2 10 0 10	0.0 50	100	Paris	and Por	talis	[]	1,600
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	ul Miscel				_/	NAME OF	F COMPANY				Amount			
NAME OF COMPANY.   Num		Amount 1		ast Presice. pri	ent \				res.	share		per ann.	price.	pri
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lytechnic Institution			6				Worcester			140	140	25	480	480
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ip Owners' Towing 3	,000 10	71	10 1	5						100	100	15	210	240
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iversity College 1	,500\100	100					Iersey		2,600		50	65	495	
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omford	460 do.	do.	24 250				tion		5,500 1 500		41 2-3		88	90
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orth and Clyde	500 do.		20		500	nmerciel	Dock		-		100 5	1 2	1 50	
rand Junction	500 do.	do.	8	8 8			Dock		čov, l	100	100	3	180	
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1	500 do.	do.	8	8 8 185 40	Eas Lon	t and W		3,23	1,005 8,310	sto.	100			115 171

		N STATE		KS AN		ALS, F		a State (1)	anais are all 4	feet deen on	the lock
STATE WORKS.	Leng in mil		Income.	Expend	Income.	Expend	13 to	17 feet v	ride, and 80 to	90 feet in les	igth.
Y. 1 Black river canal	35	1,524,96 237,00		10,953	94.619	14 449			illions paid		
" 3 Champlain canal	64	1,251,60			116,739				salt duties a		
" 4 Chemung	23	684,60			14,385	12,740	Blac	k river	canals requi	re large su	ms for t
"   5 Chenango	. 97	2,420,00			22,179	15,960	com	oletion, t	he interest of	f which add	ditional
" 6 Crooked lake	. 8	156,77							iter than the		
" 8 Genessee valley		3,739,000	2,1,880,310		:				als when fin		
" 9 52 miles opened, cost \$1,500,000		0,100,00		13,819	19,641	15,557	000 8	and \$69	0,000, makin	g their lota	il cost w
"   10  Oneida lake	. 6	50,000			621	1,636	finish	red \$5,5	53,000 and \$	2,409,000;	an expe
11 Oswego	. 38	565,43		22,742	56,165		ture	incurred	on estimate	d incomes.	admitte
a. 12 Beaver division canal.					7,381	22,870			f \$39,000 an		
' 14 French creek					100,270	25,070		e total i	eccipts from 13 were \$1,	the works	of Peni
' 15 Seneca river towing path					381		1619	Oc and	the cost abou	at 20 millio	ne
16 Columbia railroad					443,336	205.067	4617	a manain	ts for 1844 w	vere as follo	)ws:
'. 17 Eastern division	. 36		• • • • • • • • • • • • • • • • • • • •		1 10.101	1100.010	( nne	100114			72.74
19 Portage railroad				1	351 102	248-943	Railr	oad toll	s,	-	252
20 Western division canal	105		*****		551,100	10,010	Truc	re powe	τ, -		319
21 North branch Susquehannah canal.	. 73 1				101,949	FW (90)	of much	10h 450	5,922 is from	118 miles	of rails
[22] West " " "	. 72					4.000	and s	578,404	from 550 m	iles of cana	ıl.
io 23 Hocking canal	56 . 85	975,130		20 000	5,286 77,844	03 9345	100	e canais	or Onno ar	e supporte	1 DV a
25 Miami extension		1,660,742 2,856,636		38,826	12,723	14.741	perty	tax of	mills on tanal in the	the dollar.	There
26 Miami northern division	35	322,000			C . 17		853 r	niles of	canal in the	State, which	h yielde
27 Muskingum	91	1,627,318	23,167		29,385	15,027	1843	\$471,62	3, and in 18 eing \$15,577	844 \$515,53	ingree
28 Ohio 29 Wabash	. 334	4,690,000				10 014	444 0	ver 43 1	S Only \$43.7	d. though	ine vea
30 Walhonding	91	3,028,340 607,269		6,400 39,005	48,589 1,977	1 090	has e	xhibited	a greater i	ncrease thr	oughout
31 Western road	31	255 015			8,747		coun	try than	ever before	known.	Ü
1.  32 Sundry works		111 000 000					Th	ese 21 1	nillions on s		ks yield
					• • • • • • • •			ne what		alda abassa	C
l. 34 Sundry works	110	. 10,000,000	140.00	75.000	911 170	80 490	i hee	e centra	l railroad yi ly State wor	k_the Eric	canal
36 Southern railroad	68	936,295		7,907	60,341	70,000	repte	d-whic	h is able to	stand alone.	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Length	•••••	1843.	· Div		344.	Div.	Value .			~~~
CANALS.	miles.	Cost.	Gross.			Nett.	per cent.	of stock.]	REMARKS.	
Blackstone											
Bald Eagle Navigation Beaver and Sandy, (part)	25	1,000,000		••••					Wa marr s	perhaps, at	come fu
Charleston, (S. C.)		1,000,000							ime be enah	led to give	the part
Chesapeake and Ohio	184	12,370,470	47,637						ime be enab	ese canals.	1
Conestota	12	300 000									Ohio ca
	4 63	300,000							The Chesa	peake and	Omio Co
Delaware and Chesapeake	13	3 500 000						26	The Chesa s not yet c	ompleted t	o the c
Schuylkill	108	3,500,000	79,795 10	2,221	190,693	120,624		26 i	The Chesa s not yet conines, hence	ompleted to	o the o income
Schuylkill	108	3,500,000	79,795 10	0,221	190,693	120,624		26 31	The Chesa s not yet conines, hence The enlarg	ompleted to its triffing rement of the	o the c income he Schi
Schuylkill. Farmington. James river and Kenhawa Middlesex.	108	3,500,000	79,795 10	0,221	190,693	120,624		26 31	The Chesa s not yet conines, hence The enlarged till canal has The Morri	ompleted to its triffing gement of the s been com- s canal was	o the o income he Schu menced lately s
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit.	108	3,500,000	79,795 10	2,221	190,693	120,624		26 i 31 i	The Chesa s not yet conines, hence The enlarged fill canal has The Morri	its triffing gement of the sbeen comes canal was	o the come he Schumenced. Intely s
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark.	108 10 43	200,000 2,900,000 300,000	99,623 53	327	190,693	120,624		26 31	The Chesa s not yet conines, hence The enlarged ill canal has The Morrio or one million	ompleted to its trifling gement of the second second was on, about on it is said in a contarged	o the cincome he Schumenced lately se-fourth the par
Schuylkill Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water.	108 10 43 45	3,500,000 3 	99,623 53	327	190,693	120,624		26 31	The Chesa s not yet conines, hence The enlarged ill canal has The Morrio or one million	ompleted to its trifling gement of the second second was on, about on it is said in a contarged	o the cincome he Schumenced lately se-fourth the par
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	108 10 43 45 80	200,000 2,900,000 300,000 2,900,000 2,900,000 2,000,000	99,623 53	3,327	190,693	120,624		26 i i i i i i i i i i i i i i i i i i i	The Chesa s not yet conines, hence The enlarged ill canal has The Morrisor one million	ompleted to its trifling gement of the second was on, about on it is said in a centarged.	o the cincome he Schumenced. slately see-fourth the pap We held of the
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris.	108 10 43 45	3,500,000 3 	99,623 53	3,327	190,693	120,624		26 i i i i i i i i i i i i i i i i i i i	The Chesa s not yet conines, hence The enlarg still canal has The Morri- or one million f its cost. I hat it is to be een no repor	ompleted to its trifling gement of the second was on, about on it is said in a centarged.	o the cincome he Schumenced. slately see-fourth the pap We held of the
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	108 10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,900,000 2,000,000 1,000,000	99,623 53	2,221	190,693	81,455		26 ji	The Chesa sa not vet conines, hence The enlarg till canal has The Morri or one milliof its cost. I hat it is to be een no reporpointment of	ompleted to its trifling gement of the seen communication of the seen and was un, about on the is said in e enlarged. The triplet is the seen any engine any engine of the seen and the seen any engine of the seen any engine of the seen and	o the cincome he Schimenced. slately see-fourth the pap We he of the eer.
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17 Stoughton branch.					unfin.							33,404	3		1,010	
19 Vermont and Massachuselts. 15 7,866,8004 (888) 20,000 10,000		17 Stoughton branch	4	63,075	unfin.											
1	1		11	250,000				• • • • • • •			96,687	20,000	8	118	• • • • • • •	
1 2			3	41.516	200		100		• • • • • • •				•••			
Separation Color months		21 Western, (117 miles in Mass)			4.686.202	30,000		573.882	284,432		753,753	439,679		1031	137	104
Con Sel Hartford and New Haven 28 1.100,000 00,000 0,000	-46	22 Worcester branch to Milbury		8,431	506											91
*** 25. Hartford and Syringfield *** 25 1.5 600,000 400,000 2,000 100 13,889 ***,22 73,481 79,845 ***,301 1,450 30 N. Y. 27 Autica and binfialo.** *********************************	Con	23 Housatonic, (10 months,)													195	
a g8 Stonington, (vera rending 1st Sept.). 48 2,600,000 63,000 13,889 154,731 79,845 309 1,450 30 30 38 44,000 10 45,900 1,420 20 34 34 34 34 34 34 34 3	11	25 Hartford and Springfield											0			
N. Y. 27 Attica and Buffalo. 31 334,321 300,000 14,000 100 18,000 17,000 17,000 100 100 100 100 100 100 100 100 100		26 Stonington, (year ending 1st Sept.,)	48	2,600,000	650,000			113.889			154,721	79,845			1,450	30
290 Auburn and Syracuse		27 Attica and Buffalo						45,896	7,522	• • • •	73,248	48,033				
30 Buffalo and Ningara 22 20,000 1,500 1,500 20,500 20,075 441 204 204 205				766.65	200,000	14,000	1331	86 291								
SilEric (440 miles)		30 Buffalo and Niagara		200,000)	1.500			21,001		30,700	32,011		100		
*** 33 Harlem *** 26		31 Erie. (446 miles.)		5,000,000	9									294	481	291
33 Hudson and Berkshire 31 575,613 392,340 29,846 50 153,456 58,960 0 714 30,257 718 336 336 336 336 337 3		32 Erie, opened		1 906 93										671	400	671
35 Long Island				575.613	3								0			
37 Saratoga and Schenectady 22 303 (58 49.34 3,000 1 34,666 8,455 0		35 Long Island	96	1,610,22	392,340	29,846					153,456	58,996			3,025	711
38 Schenectady and Troy 30 1-2 640,800 63 28 163,701 72,000 192,061 120,992 8 1154 1707 and Greenbush 6 180,000 44,825 21,000 33,002 199,971 24 181 1707 and Greenbush 6 180,000 44,825 21,000 33,002 199,971 24 181 1707 and Greenbush 6 180,000 44,825 21,000 33,002 199,971 24 181 1707 and Greenbush 6 180,000 44,825 21,000 33,002 199,971 24 181 1707 and Greenbush 6 180,000 44,825 21,000 33,002 199,971 24 181 1707					,			69,948	58,780						287	
39 Syracuse and Utica		37 Saratoga and Schenectady						92,242	3,000	1						
40 Tonnawanda	66	39 Syracuse and Utica.		1.115.89	none	16.000	621	163 701	72,000		192,061	120,992	8	1151		
11 Iroy and Saratoga. 25 475,901 343,000 381,502 9,971 24 131 15 132 133 143 101 102 103 134 135 134 134 134 135 134 134 134 135 134 135 134 135 134 135 134 135 134 135 134 135 134 135 134 135 134 135 134 135 134 135		40 Tonnawanda		727,332	2			76,227			114,177	75,865	5			
13 Utica and Schenectady		11 Troy and Greenbush		I INCICHA	3	1			01 000		20 500	0.071			• • • • • • •	• • • •
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17 Paterson		45 Elizabethtown and Somerville	26	500,00								:	:			
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" 50Harrisburg and Lancaster. 36 \$60,000 30<	Pa.			1.000,000	01								-			
" 51[Hazleton branch 10 120,000 " 52[Little Schuylkill 29 900,000 " 53 Blossburg and Corning. 40 600,000 " 54 Mauch Churk. 9 100,000 " 55 Minchill and Schuylkill Haven. 18 315,000 " 56 Norristown 20 400,000 " 57 Philadelphia and Trenton. 30 400,000 " 58 Pottsville and Danville. 29 1-21,500,000 " 59 Reading. 91 9,457,570,7447,570 40,200 50 597,613 343,511 54¶ 8,438 56 " 60 Schuylkill valley. 10 1,000,000 35,945,570,7447,570 40,000 30,000 35,000 357,613 343,511 54¶ 8,438 56 " 60 Schuylkill valley. 10 1,000,000 30,000 30,000 31,000 30,000 30,000 30,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 35,000 358,620 346,946 50 192 491 32,000 30,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 31,000 </td <td>"</td> <td></td> <td></td> <td>1,250,000</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>20</td> <td></td> <td></td>	"			1,250,000	0									20		
## 52 Little Schuylkill				120,000	0			•••••								
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"" 55 Norristown 20 800,000 104				100,00	0					10				77		90
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G Williamsport and Elmira. 25 400,000 20,000 210,000 17\frac{1}{4} 9,450 18				9,457,57	0,7,447,570	40,200	50				597,613	343,511			1	90
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" 71 Richmond and Petersburg.		70 Richmond, Fredericksb'g and Potomac									185.243	85.68	6			
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Can, 84 Champlain and St. Lawrence. 15																
				212,00			1		1200	0]	58.00	24 00	0	110		

communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

Thursday, June 26, 1845.

CORRECTION OF OUR TABLES.

We publish the following extract from a letter with the hope of eliciting other similar corrections when errors are detected. We find it exceedingly difficult to obtain accurate information in relation to many railroads, and are therefore the more indebted to those who oblige us.

We also acknowledge the receipt of a letter from "a subscriber," pointing out the subtraction of 100 miles from the length of the "London and Birmingham," and the addition of an equal number of miles to the length of the "Great Western" railroad in England. We are truly obliged to him for his civility in enabling us to correct these errors-and equally so for his liberality in doing it without subjecting us to expense, when he might, with much propriety, have done so.

"While I think of it, I will correct the statement in relation to the road over which I preside, and two additional roads, in your list of 'American Railroads.

"Instead of Richmond and Fredericksburg, it should be 'Richmond, Fredericksburg and Potomac.'

" Its length is 76 miles, instead of 611.

"Its gross income for the	ne fiscal year, ending the
1st of April last, was	\$185,243
"Its net income was -	85,688
"Its whole cost, -	1,454,171
"Its dividend,	6 per cent.

"The 'Richmond and Petersburg' railroad cost \$800,000, instead of \$1,200,000, as stated in your list as yet it pays no dividend.

"The 'Petersburg and Roanoke' railroad cost about \$950,000, instead of \$260,000, as stated, and pays 3 per cent. The gross and net income in the list are right." 6

We are obliged to the editor of the "Free Press," of Detroit, for his prompt reply to our request, editorially, for an exchange—as it enables us to learn the condition and prospects of the railroads in Michigan. We hope he will find the Railroad Journal worth the exchange, and useful to the cause in which Detroit and Michigan especially has so deep an interest. We shall keep an eye upon their movements-sustain the right-expose, where we can, the plans of speculators-and endeavor always to promote the success of the cause of railroads, which is destined to produce results in this country, as well as elsewhere, little anticipated by the many, and scarcely imagined by the few.

By the annexed statement, it appears that the freighting business on the Central railroad of Mich-

Europe, and has probably been produced by short mile. crops in 1844.

CENTRAL RAILROAD. Receipts for May, 1845: \$8,888 55 Passengers, Freight, -Do. for May, 1844: Passengers, - 13,459 87 Freight, -22,142 81 Do. for May, 1843: Passengers,

We find in the Burlington Free Press, the following comparative statement of the grades on the Rutland and Central, or Windsor and Montpelier routes to Burlington, Vt., credited to the "Atlas" -"Boston Atlas" we presume-an excellent paper with which we, unfortunately, are not favored;

Freight,

7,995 76

bid political sheet. Can this statement be correct? [From the surveys: the survey of the Rutland route not having been published, the grades of that route have been taken from the manuscript report of the

though possibly we might be, if we published a ra-

engineer.] Central route, from Con- | Rutland route, from Connecticut river to lake necticut river to lake Champlain. Grades, feet Champlain. Grades, feet Miles Miles to the mile. distance. to the mile. distance. Level40-54 5 to 2019.81 5 to 2012 20 to 30 20 to 3015.93 30 to 40.....12-01 30 to 40 40 to 50 14.55 40 to 50 9 50 to 60 102.84 60 to 7045

This shows a very decided preference for the Central grade; but there is doubtless something wrong in this matter—and we learn that a new survey of the Rutland route is being made under the direction of Edwin F. Johnson, Esq.

NEW YORK RAILROADS.

The following railroad charters were renewed, amended and granted by the legislature at its last session, while the application of the New York and Albany and the New York and New Haven companies were defeated:

"Syracuse and Oswego railroad, (renew); Wes-"Syracuse and Oswego railroad, (renew); Western lakes to lake Champlain, (renew); Troy and Greenbush; New York and Erie, (relinquishes \$3,000,000 lien, etc.); New York and Harlem, (authorizes extension to Albany); Watertown and Rome, (renew); Watertown and Cape Vincent, (renew); Goshen and Albany, (amend); Canaudaigua and Corning; Attica and Hornelsville; Seneca lake to New York and Erie railroad."

HARTFORD AND NEW HAVEN RAILROAD. The receipts on this road (exclusive of mails) for May, 1845, were - - \$16,870 34 00. do. do. 1844, - - 8,456 51 8,456 51 Receipts for the first 6 months since the

completion of the Extension road to Springfield, ending June 9th, 1845, 100,291 80 Receipts for the corresponding months, in 1844,

Showing an increase of more than 100 per cent. We take the above from the Courant to show the influences upon roads now in use, of extensions and connections with other roads.

CONCORD (N. H.) RAILROAD.

"The report of the directors of the Concord rail-

Correspondents will oblige us by sending in their igan fell off largely during the month of May, this road to the stockholders at their late annual meeting, mmunications by Monday morning at latest.

year, as compared with 1844; and was even less shows that the amount of capital stock of the road and its appear. than in 1843. This is very different from the reports of most other railroads in this country and in miles, and the maximum grades, 15 8-10 feet per

> "The income of the road the last year amounted to \$181,842, of which the passenger department afforded \$90,545; freight \$90,099; and rents and in\$8,888 55
> 6,736 00 of which \$11,528 were for road repairs; \$9,708 for
> wood and oil; \$6,393 for taxes, and \$55,302 for
> taxes and engines and other expenses. Net income
> \$98,913. Two dividends were declared, one of six
> \$8,682 94 and the other of seven per cent.—[Bost. D. Adv."]

If this road gives such returns when the line of of which it forms a part is only 75 miles in length, what will it give when that line is extended to Burlington and to Canada—and when the Ogdensburg and lake Champlain road shall have been completed -as they surely will be? The question may be answered by demonstration within five years.

MADISON AND INDIANAPOLIS RAILROAD.

The following, from the Indianapolis Journal of 12th inst., is as gratifying to us, as it will be beneficial to the company and the people, for whose use the loan has been made. We had an introduction to Mr. Lanier, when in New York, and anticipated much pleasure from making his acquaintance; but were under the necessity of being absent from the city, and therefore missed the opportunity. It affords us, however; much pleasure to say that we were impressed with the opinion that the company were fortunate in their selection of an agent, under the peculiar circumstances in which the noble State of Indiana is at this time placed-and we are therefore truly gratified to learn that he has been successful in his mission.

"Good News .- We have just received intelligence that J. F. D. Lanier, Esq., has succeeded in obtaining a loan, in the cities of New York and Philadelphia, on favorable terms, of \$50,000, for the Madison and Indianapolis railroad company. This intelligence is from a source entitled to reliance."

DIVIDEND.—The Boston and Providence railroad company have declared a dividend of three and a half dollars per share, payable 1st of July at the Phœnix bank.

THE COAL TRADE .- SCHUYLKILL VALLEY.

22,105.03 by railroad, and 6,237.08 by can	al.
BY RAILROAD.	
From Pottsville and Port Carbon-total.	107,214-12
From Schuylkill Haven-total	147,542 01
From Port Clinton—total	2,737
Total by railroad	259,487-10
BY CANAL.	
From Pottsville and Port Carbon-total	46,940.06
From Schuylkill Haven-total tons	11,204.09
From Port Clinton	16,172 13
Total by canal	74,135.06
Total by railroad and canal	333,622-16
LEHIGH COAL TRADE.	T.411

Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, -59117 Room run do., 73935 17818 Beaver Meadow railroad and coal co., 24271 From Penn Haven-Hazleton coal co. 20083 From Rock Port-Buck Mountain coal co., 6267 124556

PINE GROVE COAL TRADE,-total 23.466 MINEHILL AND SCHUYLKILL HAVEN RAILROADtotal tons......160,364-00

Mount Carbon Railroad-total tons ..

RAILWAYS OF NEW YORK.

and timely article from the Onondaga Standard-for a copy of which paper we are indebted to the kindness of a friend, not hav. ing been able with several efforts, to obtain an exchange with either of the Syracuse papers-and it is but just to this Journal to say that it would have been re-published immediately after its receipt, but for the absence of the editor.

accurate views in relation to railroads are by a pleasant steamboat route of a few obtaining with the people of this country. We are, however, in this State, behind the age. There is not, as there should be here, enlarged and liberal views entertained by the soon would the prejudices that may now be tion will be required to exercise great care masses, and consequently our legislation is entertained in any portion of the country to escape indictment; and the officers conshort sighted and oppressive. Restrictions traversed, give way to the more enlightened cerned in their management must often upon, rather than encouragement to the construction of railroads, seems to be the order along their line. Such results follow as cer. power or purchase new cars. What good of the day-or the policy of politicians. It tain as the existence of the causes which reason can there be why the individual who is therefore with the more pleasure that we produce them. In various portions of our is disposed to invest his property in a railfind able and experienced practical pens engaged in diffusing the right spirit and more instruction of railroads, and this formed a considerable part of the business of the leafford to give a credit of one, two or more just views of this important improvementas well as of the duty of our legislators in system is extended, the better will it be for other who practically gives the same credit relation to it. It is much to be desired that the country. Each and all participate in to the project by subscribing to and paying the writer will not cease his efforts in so good a cause, but rather continue them with new energy, not only through the press in his own city—as city it will seen be but place to such communications.

rnilways of New England-their progress save comfort, health, time, money, and en amount of their personal property? This and the character of their system, quite na- joy ease in being transported from one place provision is hardly consistent with the geneturally induces reflection upon the railways to another. It should be looked upon in a ral spirit of the age. It is calculated when of New York, and upon their progress and liberal manly spirit, and must be sustained extended, to keep down exertion, and is con-

ments that will give a distinctive charac-railways in Massachusetts, and hence their ute continues, that the legislature will be ter to the period in which it had its origin. success. In all New England like views applied to by every railway company, for It is destined to occupy all the great avenues seem now to prevail. For a while, New authority to make loans by which they may of travel in the civilized world. Disregard-Hampshire seemed behind the age, and the ing the nominal boundaries between States system was checked. But more enlighten law. The same practical good sense will and nations, by stretching its iron bands ed views have prevailed there also, and the regulate the credit to railroad companies. across them, it will, by the freedom of inter- Granite State is soon to be threaded by this A price or profit upon an article is generally course, make different nations friends. It great modern improvement. It is worthy fixed, bearing proportion to the length of will in our country, when stretched across of consideration whether the proper senti- credit and the certainty of payment. the boundaries of States, soon make us all ment yet prevails among us, or rather perfamiliar with the varied interests, and pre- haps whether there are not some lingering not limited—there is no restriction as to the sent and prospective advantages of each errors, or hallucinations, in the heads of po- transportation of property, nor are there section. What a complete change has in liticians in regard to monopolies, etc., which tolls reserved by the State. Here a mistakthree years resulted from the extension of render them not quite able to look upon the en sentiment prevails, which induces many the railway from Buffalo to Boston. Who railway system as generously as they ought. to suppose that it is necessary for the leis there upon this line, that is not much bet- Why should a member of the legislature of the gislature to watch these corporations, that ter informed as to the whole extent of coungreat State of New York object to the conthey shall not receive beyond a reduced rate try along this railway, than he was before? struction of a railway, wherever the capitalist per mile of passengers, though they may be How much more familiar have we become chooses to invest his property? What generous acting within the terms upon which they inwith New England generally than we were man will avow so narrow a policy as to use vested their property in the enterprize, and before this great avenue was opened? A his place and influence, and vote to stop the though the managers themselves are most

has been contemplated from the Ohio river ests, or those of his immediate constituents? We copy the following exceedingly just to Charleston in South Carolina. Suppose We must act upon broader and more manly this line completed and in daily use. The principles. As there are no applications for inhabitants of the various sections, mingling the construction of railways by the State, with each other, will find their prejudices we should aid their completion by individual giving way, their knowledge and capacity enterprize wherever it will make the effort. extending, and their sympathics assimilating We should not only aid their construction and uniting them. It is proposed that a line by this generous sentiment, but should in of railway shall be constructed from Hamil- the same spirit sustain the proprietors in the ton in Upper Canada, to Windsor, opposite enjoyment of the gains which can only be Detroit. There it would connect with the realized by the largest accommodation to the Central road in Michigan, which is pushing public. This they will most certainly seek, onward towards Chicago. A short link in and avail themselves of experience as their It is gratifying to feel that more just and our State from Syracuse to Oswego, would, guide. hours from the latter place to Hamilton, prevailing in Massachusetts and in this state, make a continuous direct line from Boston is exemplified in the legislation in regard to views which would be flying upon the iron consider under the terrors of the jail, whethtracks, and disseminated from every town er they can substitute improved motivo gislature at its last session. The more the years, should be better protected than anhis own city—as city it will soon be—but also in this Journal, which will be ever ready to sustain and promote the cause by giving categories. These are all stimulated by the railway. It should be considered lawyer, the merchant, the maller, the manual lawyer, the merchant, the miller, the manual lawyer, the merchant, the manual lawyer, the merchant lawyer lawy not with reference merely to the proprietors, facturer, in short, all men, liable to indict-"A late article in the Argus entitled 'the or conductors; but in respect to those who ment if they contract a debt beyond the by an intelligent, generous, and sound pub trary to the good sense of the day. There "The railway is one of the great improve lic sentiment. This is the feeling towards is little hazard in predicting, while this statline of railway is in progress of completion construction of a railway because it does anxious to reduce their rates as fast as their from lake Erie to Cincinnati. Is extension not specially advance his individual inter- business will justify it. Upon the only com-

"The influence of the different sentiment

"In Massachusetts the rates of fare are

is a practical prohibition of the privilege of witness that they often meet the objection carrying freight-being allowed to do this that we are unstable in our legislation; that only in winter, when transportation is the we do not pay sufficient attention to the remost expensive, and the business is most re- gulations necessary to the protection and stricted. For whose benefit is this restriction success of such property, and in short that that both your correspondents are far under tion? If the railway can compete with the they do not for such reasons feel entirely the true estimate of the increased make for canal, why should it not be permitted to do safe in investing their money with us.

this year; in the earlier part of 1644, about one-tifth of the furnaces in Great Britain it cannot compete successfully with the ca- tion of the railway system, is to be desired. these, as the trade revived, were in again at often be an important convenience. Does this restriction show an enlarged policy worthy of the age? Should not owners of York as can be made. This has been de-in the increase towards the end of 1844. work and maintain it at their own cost. It perfect character." pays its full share of taxes, equal to any other property in the State. The cost of the transportation of an article to market PRESENT STATE AND PROSPECTS OF THE forms an element of its value at the place of sale. If it comes one way, why should it be tation be any more taxed, than the means of trade: in both these letters some very im and raised the money for carrying out or wish to be governed.

sure to follow a violation of the rule.

here, and the owners of cattle seem to feel can decide :no special anxiety whether their animals are Total make of pig-iron in Great Britain for interrupting the railway or not. If killed by the trains, no matter what peril they may Increase of make for 1845, about one-fourth 302,500 have subjected the passengers to, the owner claims compensation, and the railway company, to avoid a suit, feel constrained to pay his damages. This, upon many of our rail-

talists could feel confidence in being sustained by a correct and generous public sentiment, and if our legislation can be stable Consumption of home market for in regard to railways, and to the proper rights of proprietors. Very many persons who have solicited subscriptions in New

pleted long line of railway in our State, there England for projects in this state will bear

[From the London Mining Journal of 17th May.] IRON TRADE.

1844

ways, furnishes an important item of disbursement.

"In our own State, there is abundance of means that would seek investment in railways more readily than at present, if capi-Increase for railways now in progress more than 1844, say 300 miles....

> for mines and collieries, and increased consumption by extend

ing iron works, &c., already in 75,000 operation.... 1,470,000

Probable excess of make for 1845 42,500 You will, I believe, on closer inquiry, find tained. It is the opinion of the writer, that sister States in the prosecution and perfec- were out of blast; we admit that many of nal in the transportation of property. On There are pending many railway projects the latter end of the year. Early in 1845, the other hand, there are some valuable light in the State deserving of favor, and which, all the furnaces possible were in blast, and articles that would bear transportation upon when completed, will add largely to the bu- by the end of this year (1845) so many new the railways, and which, if permitted, would siness, and contribute much to the comfort ones additional will be in, as fully to compenproperty be as free to send it by any avenue layed by various reasons, and it is now to the make from each furnace, at almost every they please to market, as they are to enter be feared that the plan, and execution of work in the kingdom, and you will find the into any business or production? Why this work, may not be worthy of its position. increase from this cause alone will average should toll be required from one railway The railway that shall connect the capital from 5 to 8 per cent. on the gross. The company more than from another? The of the first State in the Union, with the first make of pigs in 1839-1840 was nearly proprietors of the railway construct their city on the continent, should be of the most 1,400,000, and since that time, if no new works had been erected, the improved system of management would greatly increase this quantity.

The statements of your correspondents, as to the consumption for railways, have been SIR,-In your Journal of the 3d inst., two made somewhat hastily. They appear to asmore taxed than if it reached market by an ably written letters appeared, taking very sume, that having gained the sanction of the other? Why should the means of transport opposite views of the prospects of the iron legislature, to a number of railway projects, growth or production? We shall be slow to portant causes, which must affect the iron completing the work, nothing more is necesjustify the toll, by claiming the right to extrade, as well as the immediate progress of sary, the rails may be purchased, and as soon act it in the shape of a bonus, and equally the railway system in this country, are en as delivered, laid down. Experience will difficult will it be if we apply to it any of tirely overlooked—in fact, both your corres- soon undeceive us in these visionary dethe liberal principles by which we should pondents are, on paper, erecting stupendous mands. No genii can be conjured into exmachinery, forgetting where the power is to istence, to tunnel through mountains-fill "In Massachusetts all domestic animals be found to drive it, or to set it in motion at vallies with immense mounds of earth-span are very carefully excluded from the railway once; the views both take are right in part, rivers with massive bridges of iron or stone: by means of severe penalties against the but, by as much as the one is too sanguine, to accomplish these works, thousands of huowners. It is there justly considered as a by so much is the other too limited, in his man hands, directed by genius and mind, matter of the first importance that the busi-views. Any statement, in figures, as to the must toil and labour. Machinery at present ness should not be interrupted, and the lives quantity of iron to be made and to be con-can do but little to expedite or lighten the of passengers shall not be put in peril by the sumed in perspective, must, of course be li-operation in this work; no invention, as yet, allowances of cattle upon the railways. In able to error; but that statement which is supersedes in this—the muscle and sinew of England, men are not allowed to walk upon founded on the most minute and unprejudiced the human form. Although I have, in this the line of the railway, and a prosecution is examination of the causes now at work, and statement, assumed 400 miles of railway, as the effect of like causes in past time, will be probable to be completed in 1845, I fear we "The great hazard that is incurred by the the statement most likely to approximate have not anything near enough surplus lalax custom in our State, in that respect, is nearest to the truth. How nearly correct bour in the country, to accomplish this work often imminent. A morbid feeling prevails the following statement may be, time only in the time. For a great portion of the work skilled labour is necessary; and most of this has hitherto been procured from the manufacturing counties of the kingdom, and principally from the iron districts. In these departments, such activity now prevails as to have increased the demand above the supply; some of the works in Staffordshire are actually prevented from increasing their operations; because of the great difficulty of securing labour to carry them on. It is quite true, that in the agricultural districts, we have surplus hands; but these are not skilled, and will require long training to be of effec-tual assistance. The increase in the price of skilled labour (an unerring test of the demand), instead of immediately procuring more, has, to some extent, the reverse effect. With the great increase of wages in Staffordshire (from 50 to 80 per cent.), most of the

days in the week.

The home consumption of iron for general purposes will at least equal that of last year; because, although, as stated by the correspondent, "Justus," the high price will cause wood and other materials to be used, in many cases, instead of iron, still this will be amply counterbalanced by the increased use of iron branch roads, terminating at, and connecting for ship-building, and requirements for new works consequent on the increased demand distant when the transportation of coal from this ful obliging manner. for manufactures and the improved state of region will be stated at millions, instead of huntrade: the same causes will nearly, in like dreds of thousands of tons! manner, affect the foreign exports; for, although this trade has been checked for a time by the rapid rise here, we must remember the stocks abroad are exhausted, and, as shown by the late orders of the United States, forthcoming report of the Engineer, who has road which was so peculiarly an experiment as the merchants in this country are now au- now nearly completed the survey, and the comthorised to buy at times' prices. The want mittee appointed to collect and arrange statistiof labour to complete the earthwork of rail. cal information, as to the amount of business to ways on the continent, especially in Russia, be relied on over said road. will not apply to the same extent as in this country; it is also prudent to have the rails summit height, in Warren. It has been ascertandly abroad some time before they are ready abroad, some time before they are ac- line exceeding forty-five feet to the mile-there the statements before given, I think it will requiring light grades and moderate expenditures, and statements are correct, then there is no New England. just reason for iron rising to an excessive price, the supply being fully equal to the de-upon the line, or tributary to the road, according which has not yet been subscribed for and mand; it is fortunate for all really interes- to the inventory returned to the Secretary of paid up. ted in the business, that the present panic is State, for the year 1844, present an aggregate likely to bring the trade again to a healthy

E. R. dollars, or one fourth part of the whole inventory state.

May 15.

SALE OF THE MONROE, GA., RAILROAD .-It has been generally rumored, (says the Macon road annually—that the counties of Caledonia, Messenger.) that the sale would be suspended Orleans, Essex, and half of Orange, in Verby an appeal from the decree of the jury. The mont, must of necessity pour into this road at time having passed by in which an appeal Haverhill, more than forty thousand tons of could be entered, without its being made, the freight annually, even supposing the road to go sale will proceed according to the notice given no farther than that point—that the different by the commissioners.

Such notices always give rise to sad reflections-but it is to be hoped that the purchasers will put the road in good working order-that profit and convenience may result to those who That no section of the country promises a greater travel over it-even though severe loss must fall upon those who have expended their money on ing of railroad facilities than this-that the facts it. It is not unfrequently the case that public and illustrations which these reports will exhibit spirited and enterprising individuals sacrifice themselves in the completion of works from ward for their investments. which others derive great benefit-in which the projectors never participate.

We understand, (says the editor of the "Mioutlet from one of the richest sections of coal Patriot. land in this region, embracing what is generally called the Good Spring Creek portion of the

their road.

This is a natural consequence of the facilities for transporting coal from the Schuylkill region.

cord, June 10, it was ascertained that the follow-

tually waiting to lay them—this will, proba-bly, greatly increase our exports in a few unusual proportion of straight line—there will months; and, although the weight set down he no short curves. A very large proportion of road. Such a profitable management of the enfort this purpose is far greater than either of the line is along the streams, bays and lakes, terprise, under the disadvantage of a capital not be very far from correct. If these views that the grading of the whole line will be less in the ability of the directors, but the actual and

> The seventy-two towns in New Hampshire of the State-that the agricultural, manufactur-ing, and other resources of these towns, will furnish more than 50,000 tons of freight over the line of stages through this territory already carry more than fifty thousand passengers annually. The population of the towns in New Hampshire and Vermont, which must be tributary to this road, exceeds one hundred and forty thousand. prospective increase of business from the openwill prove beyond all doubt that this railroad will afford to the stockholders full and ample re-

The survey has been made final, ready for the construction of the road. In a few weeks the report will be published, with full estimates, plans, statistics, &c. The board have opened ner's Journal"), that the Mine Hill and Schuyl- subscriptions for the stock, which will remain kill Haven railroad company contemplate ex- open in the country till the surveys and reports tending their road across to the head waters of are completed, when they will be taken to the Swatara, and forming a junction with the Swacities where such assurances have been given tara railroad near Tremont. This will require as to induce the belief that they will be filled about five miles of new road, and furnish an readily, and the work commenced. - New Hamp.

Swatara coal fields. This improvement is, no Express), to see this road doing a good business doubt, the precursor of more extended enterprise, this summer, both in the passenger and freight line. The stockholders are striving to do all that road will be extended through Spring Creek Valley, to the Bear Mountain coal basin, and They have run two daily trains since the 12th

PONTIAC KAILROAD.—We are glad (says the out its facilities, rins result is as good as count becomes a summer, but it holds out in the gradual increase of the business, more especially from the way travel, is certainly not discouraging.

They have run two daily trains since the 12th

The whole number of passengers transported

men now work no more than three or four thus open an avenue to market, in this direc- ultimo, leaving Detroit at 8 1-2 A. M., and tion, from those valuable fields.

4 1-2 P. M.; Poutiac at 5 A. M. and 1 o'clock,
The same company are relaying with iron
rails the track on the Muddy Branch lateral of is a line of stages to Flint River, Saginaw, and the Grand River country.

This "striving all that is possible to accommodate the public" will ensure "a good busi-There will be hundreds of miles of lateral, or ness" to almost any road in this country. The public will cheerfully pay well for good accomwith, the Reading railroad. The period is not modation, especially when furnished in a cheer-

PORTLAND, SACO, AND PORTSMOUTH RAIL-ROAD .- We are favored with a copy of the report of the directors of this road, submitted at At a meeting of the board of managers of the the recent meeting of the stockholders. It is Boston, Concord and Montreal railroad, in Con- the fifth annual report, but presents the results road which was so peculiarly an experiment as mind with some distinctness, we may mention that although the road has been in full use but just about two years, it has already paid up-wards of \$80,000 in dividends, and has \$23,000 profits on hand, which will probably be divided at an early day.

This has been accomplished in addition to the payment of interest on a very considerable loan, which was negotiated for the completion of the terprise, under the disadvantage of a capital stock not completely filled up, exhibits not only certain public utility of the investment. The company now holds 2487 shares of its capital stock, being that amount of its original capital

The directors state that "no accident has occurred since the last annual meeting, by which personal injury has been sustained by passengers, or any material loss of property incurred by the company."

" From the statement, No. 1, it appears that the road, which is 51 miles long, has cost, without interest while building, about \$23,100 per mile, or with interest till in operation, \$24,250, including engines, cars, wharf in Portland, nuachine shop, and all the usual equipments of a first class road."

An aggregate view of the whole receipts and xpenditures is given as follows:

Since the 1st December, 1842, to which time the stockholders received interest on assessments, the whole earnings of the road have been

The current expenditures about 44 per cent.,

\$207,669 36 118,852 78

148,816 58

The net earnings, Am't interest paid and \$44,615 42 accrued on loans, Am't dividends, \$9,50

per share, 80,245 00--124,860 42

Balance on hand, June 1, 1845, \$23,956 16 Equal to about \$2,50 per share.

Compelled as this company has been to cope with a powerful competition from various sources, and the disadvantages of a pioneer road, deriving as yet no aid from branches or extensions, and obliged to wait for experience, to point PONTIAC RAILROAD.—We are glad (says the out its facilities, this result is as good as could

in the winter half of the year.

the stockholders of this road may hereafter be applied to the advancement of the new railroad national work from lake Erie to the Atlantic The greatly augmented earnings of the Hai enterprises among us .- Portland Advertiser.

Another Railroad Project .- The Black River Journal, published at Sackett's Harbor, From Knoxville to the Kentucky New York, says:

"The people of Boston, with a far-reaching enterprise, are desirous of securing the trade of Canada and that of the far west, and this pro-Canada and that of the far west, and this projected road to St. Lawrence county is a part of Georgia railroad might need some aid. This is These great public improvements of the road, by any other route. their system.

Now, what we wish to suggest is this, that a Now, what we wish to suggest is this, that a such vast importance. All of the iron can be physical influence upon the business and prosrailroad from Crown Point, on Lake Champlain. made on the route; and it can be made there perity of the sections of country within their to connect with our proposed railroads at this cheaper than in Wales. place, would accomplish the objects of the people If the difficulties to be

to Ogdensburg.

1. The road from Boston would terminate op-

delays in the winter.
4. This route would open to settlers a tract

of land almost as extensive as the state of Mas-sachusetts, that needs some such facility more ings of a convention held at Windsor, Vi. on

than other sections of our state.

5. This line being further from the frontier, from being destroyed or interrupted by an ance of these great public improvements. enemy.

6. Passing, as it would, through lands belonging to the state, it would have some of the stock subscribed by the citizens of the state. Let our citizens put these and other facts before the people of the east, and endeavor to call their

TON AND SAVANNAH.—The distance from Sandusky via Cincinnati, Louisville, and Knoxville in Tennessee, to Charleston, is 1056 miles. The Cincinnati-Chronicle states the distances along the route as follows:

Charleston to Augusta,	139	miles
Augusta to Social Circle,	122	69
Remainder to Ross's Landing, about	100	66
Hiwassee railroad,	98	44
Knoxville to Kentucky river,	197	66
Kentucky river to the Ohio.	100	66
Thence to Cincinnati,	80	66
Cincinnati to Sandusky,	220	66
The state of the s		

Kentucky. Including this river navigation and the railways soon to be completed on the route, from Sandusky to Cincinnati, from Savannah and Charleston to the northern bounds of Georgia and the Himpsee railroad from Georgi

31st, 1845, 41,535, making a total of in successful operation. The only material ob- road opened early in 1846. 150.279, exhibiting, as was to be expected, a stacle in the way is the making of a road from much greater number in the summer half, than Knoxville to the Kentucky river. The distance made, that the weighty interest and influence of very favorable to the construction of a railroad.

seaboard in Georgia and South Carolina, is thus estimated by the Chronical:

On the Hiwassee, about

river, 197 miles, at \$25,000 per mile, with heavy T or H rails,

4,925,000

\$5,925,000 certainly a very moderate sum for a work of

If the difficulties to be encountered in passof the East, much more effectually than the route ing the Cumberland mountains have not been under-estimated, we doubt not the work will be undertaken and completed. Tennessee is now Upper Canada.

2. The distance to Lake Ontario would be tion, and develope her vast mineral resources. To create a oneness in feeling and interest because the South nothing will

RAILROAD IMPROVEMENTS.

An union of effort and interest has been agreed on by the Fitchburg, Keene, and Cheshire Railroad companies with the Central Vermont company. This will carry a road from Boston it connection with the roads up the Valley, via Keene, N. H. reaching the Connecticut River, between Westmoreland and Walpole, use of our immense water power at Windsor Lake Champlain.

To further this object, funds will be subscribed without difficulty. The Cheshire company have already eighty thousand dollars more than their charter allows. In two days after the convenin that place, and the amount in Montpelier had viz: reached \$100,000, and would go up to \$125,000.

The Vermont and Massachusetts Railroad, it is believed by its friends, will be constructed from Fitchburgh to Brattleboro' by way of Greenfield, and the space from Brattleboro' up the river to the crossing of the Cheshire road, a distance of less than thirty miles at the ut-Total, 1,056 "most, can be made under a very liberal charter will be seen that it is proposed to use in the ter granted in 1843 by the Legislature of Ver-

gia, and the Hiwassee railroad from Georgia meet for organization on the 17th inst. (to-day) shares were relinquished .- Hart. Cour.

the last year was, for the 6 months ending May line to Knoxville in Tennessee, two-thirds or at Greenfield. All the heavy grading and ma-30th, 1844, 108,743-for the 6 months ending three-fourths of the whole work will shortly be sonry will be done the present year, and the

The Northampton road to Springfield is well advanced in grading, the deep foundations of is 197 miles, and the pass is through the Cum-the heavy masonry are now being laid and the The directors have taken a particular and gratifying notice of the new undertakings now contemplated in this state. Their view of the capabilities and resources of Maine is compressed as the capabilities and resources of Maine is compressed as the capabilities and resources of Maine is compressed as the capabilities and resources of Maine is compressed as the capabilities and resources of Maine is compressed as the pass is through the cumber of the new whole line will be opened in December next. During the first three months of the running of this line to Cabotville, its passengers have exception, the whole route from Knoxville to ceeded 22,000, and averaged nearly \$000 per hensive and intelligent, and the suggestion is Slack Water navigation on the Kentucky is month. The net earnings amount to 10 per cent. on the cost of the road thus far, which is

The greatly augmented earnings of the Hart-ford and New Haven road, since its opening to Springfield, and the additions it will receive, on the successive sections up the valley being opened to its business, which will greatly exceed any estimates which have or can be made, will place this among the most valuable stocks in the country, even should a part of the business be diverted hereafter from the south end

These great public improvements are all tangible, and manifest already, great moral and perity of the sections of country within their

reach.

Let the business men of Hartford awaken to the deep and abiding concern they have (or ought to have) in these things. Let them arise in their native strength and energy, and by every posite Kingston, the most important point in the most insulated state in the Union. This means in their power, encourage, promote and ACCOMPLISH these important advantages now offered for their acceptance and peculiar benefit. Let the "men of means" now come willingly 3. Lake Champlain being quite narrow at tween the North and the South, nothing will forward, and unite their wealth and their efforts, Crown Point, could be readily crossed at all contribute more than the construction of an iron in the construction of a railroad from the bank seasons of the year, whereas from Burlington to way from lake Erie to Savannah and Charles- of our river, to the west line of the State, under Plattsburg, the travel would be subject to many ton.—Buffalo Com. Advertiser. the charter just granted by an unprecedented majority in both Houses of our Legislature, which has been literally fought into general public favor by the inveterate warfare waged upon ings of a convention held at Windsor, Vt. on it, during its passage, by a few deeply self-inter-the 11th instant, that the business men of the ested individuals. Let this outlet of all the Connecticut River Valley, are awake and great thoroughfares of the valley above us be would be much better protected in time of war awakening to a sense of the value and importwhile its way travel alone will insure fair returns to its constructors and share-holders, it will command the long travel from Boston, Albany, Windsor, Burlington, and MONTREAL.

attention to our county. We are told that the route has been explored by competent surveyors, and found to be level all the way.

River, between westmoretand and warpore, the constant of the constant from the constant from the constant from every city on Weathersfield and Windsor to White River, newed and enlarged activity—and within five and thence by Montpelier to Burlington and years the business and population of Hartford will be increased an hundred fold.

GREENFIELD AND NORTHAMPTON RAILROAD.

In the organization of the Greenfield and Northampton Railroad Company, June 17th, tion at Windsor, 22,000 dollars was subscribed the following gentlemen were chosen directors,

HENRY W. CLAPP, Greenfield. CEPHAS ROOT, HENRY W. CUSHMAN, Bernardston. ERASTUS HOPKINS, Northampton. SAMUEL HENSHAW, Boston. JAMES K. MILLS, PHILLIP RIPLEY, Hartford.

A vote instructing the directors to arrange a connection with the Northampton and Springline 80 miles of the Ohio river, and 100 of the mont, on which the commissioners have given field Railroad Company so as to form one cor-

WOODEN RAILROADS. - We lately published an account of a process for the conversion the invention will be of immense importance Works have always on hand, of their own manufacof wood into a substance supposed to be ful- to the United States, where timber is yet ture, a large assortment of Railroad, Ship and Boat ly as hard and durable as iron. The discov- plentier, and iron scarcer, than in England. Spikes, from 2 to 12 inches in length, and of any form ery possesses peculiar interest and impor- The process of preparing timber, is simply of head. From the excellence of the material always used in their manufacture, and their very gentance for this country, where the greatest this. The pieces after having been fitted eral use for railroads and other purposes in this counobstruction to the construction of railroads by the carpenter and joiner for their places, try, the manufacturers have no hesitation in warranttance for this country, where the greatest this. The pieces after having been fitted that are wanted, is the cost of iron for rails; are introduced into an immense iron cylinand particularly worthy of attention, as the der, which is then exhausted by an air discovery appears to have been tested, and pump. thus approved as a discovery worthy of adoption, wherever economy can be promoted by it. As an example of its importance, perhaps no better could be furnished than the then withdrawn, and placed again in a simicontemplated road from Belfast to Quebec. lar vacuum, in a solution of muriate of lime. On the whole length of the route, there is which coming into contact with the sulphate wood in abundance, applicable by this metal- of lime, or gypsum, within the wood! and ized process to the construction of rails, but the mutiate of iron, the other compound there is no iron. Iron rails would have to goes about its business. So the wood bebe imported from England, which could not comes thoroughly impregnated with stone be done at less than about \$70 a ton for T as hard as a rock, and yet is as tough as it rails, or \$7000 a mile. The N. York rail- was before. The expense of preparing 2000 roads (about 600 miles in extent) cost \$30,- sleepers, enough for a mile of railway, is 700 a mile; the Eastern railroad, about \$23,- said not to exceed \$400. Some of the great-000 a mile. By the following, it will be no-lest engineers have expressed their confiticed that the cost of preparing the wooden dence in the invention, and the process is rails in England is about \$400 a mile. Placing the whole cost at \$2,000 a mile, the What an invention for our Mississippi valley! ia45 saving between the two kinds of rails would Railways built of light porous wood-the be, from Belfast to Quebec, a distance of 227 miles, about \$1,000,000: or from this place for less than a thousand dollars per mile, to the line, a distance of 133 miles, \$665,000.

The following simple statement of the new process, we find extracted into the last report of the Commissioner of Patents:

"A good deal is said lately about wood; and a patent has been taken (in England) for the and Berwick railways, should the latter rails, to any amount and on short notice. Almost converting it into iron—I should rather say obtain the sanction of Parliament, will be all the railroads now in progress in the United States are fastened with Spikes made at the above named converting it into iron—I should rather say into stone, by means of iron. This metalinto stone, by means of iron. This metal. 726 yards in length, and 100 feet above high factory—for which purpose they are found invaluated (or rather fossilized) wood has been water mark. It will consist of thirteen arch. ble, as their adhesion is more than double any comused in constructing the terminus of the Do- es (the present bridge has fifteen,) each of mon spikes made by the hammer. ver railway, and it really seems to have both seventy feet span, nine or ten abutments bethe properties of stone and iron. Rails of it laid down at Vauxhall, for experiment, endured a travel equal to that of a year on the most thronged railway, without any perceptible wear; not even the saw marks of the duct it will be necessary to construct an empty surface of the results of the south again of the viatible wear: not even the saw marks of the duct it will be necessary to construct an em-tipher being removed. It is supposed that bankment fifty-six feet high and half a mile ** Railroad Companies would do well to forward timber thus prepared will not be subject to long, the expense of which will amount to rot or decay of any kind.

"A solution of the sulphate of iron is then injected, which immediately enters into the exhausted pores of the wood. The wood is employed on many of the government works. more porous the better, probably-may be, converted into roads nearly, if not quite as durable as iron. - Balbert Republican.

erect over the Tweed, for the connection of Railroad companies may be supplied with Swil erect over the Tweed, for the connection of Railroad companies may be supplied with Spikes the North British and the intended Newcas- having countersink heads suitable to holes in iron £30,200.

"This, time will test. If this proves true PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

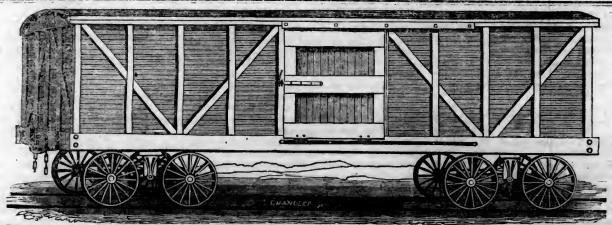
TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addresssed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well) almost universal use in the United States (as well The bridge that it will be necessary to as England, where the subscriber obtained a patent)

All orders directed to the Agent, Troy, N. York,

their orders as early as practicable, as the subscriber is desirous of extending the manufeturing so as to keep pace with the daily increasing demand. ja45



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and torwarded to any part of the country Our Works are within fifteen minutes ride from State street, Beston-coaches pass every fifteen minutes.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles. JOHN S. DARCY, Esq., President. J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	. DAILY	r.	SUN	DAY.
Courtland street,	A. M.	P. M.	A. M.	
For Newark	9, 11, 12 9, 11	2, 3, 43-4, 6, 71-2	9	4 3-4
" Elizabethtown	9. 11	2, 3, 43-4, 6		
" Rahway	9. 11	3, 43-4, 6		
" New Brunswick	9'	3, 43-4		
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Rahway	63-4 7. 81-4. 12	4 3-4. 9 1-4		1
Elizabethteren	7 71.9 81.9 101.9 19	3 1-2 5		
Newark	71-2, 81-4, 9, 11	11-2, 4, 51-2, 7, 93-4	11 3-4	9 3-4
For New York.				7

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the vered in the United States. Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

-	New	York.	Nev	vark.	Elizabe	thtown.	Rah	way.	N. Bru	nswick
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark Elizabethtown	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
Rahway New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN A Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretotore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed

off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Renselaer, Engineer and Sup't Hartford and New Haven Railroad, W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Eiliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, Presisident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms. ble terms. Philadelphia, Pa., April 6, 1844. **. The letters in the figures refer to the article given in the Journal of June, 1844.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railmodes, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. In manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, 1543

Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE - A LOCO-I' motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If re-

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse

1 Upright Hydraulic Press.

All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists,

Alexandria, D. C. May 12tf

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, deli-

DAVIS, BROOKS & CO., 21 Broad st., N. York.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

TICOLL'S PATENT SAFETY SWITCH N for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be

een at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, Rading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 13 in. to 23 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity ja45 of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of anysize; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective fron and Brass Castings of all descriptions. ia451v

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AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES. VOL. I., No. 27.1

THURSDAY, JULY 3, 1845.

[WHOLE No. 470, Vol. XVIII.

is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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S. VAIL, Speedwell Iron Works, near Morristown,
N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BARD, Philadelphia, Pa. [See Adv.]
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MOSS WINANS, Baltimore, Md.
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DAVIS, BROOKS, & Co. N. Y. [See Adv.] A. & G. RALSTON & Co. Philad. Pa. [See Adv.] THOMAS!& EDMUND GEORGE, Philadelphia.

THE AMERICAN RAILROAD JOURNAL R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys the only periodical having a general circulation of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the fol-Safety lowing circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the par-ticular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attend-ing the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

Wimington, Del., Sept. 28, 1840.

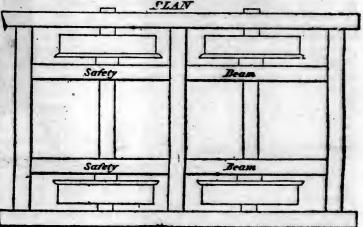
The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

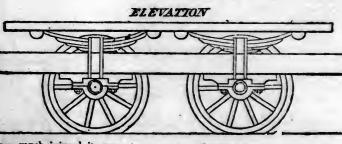
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

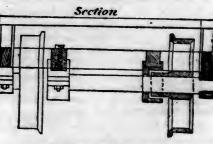
and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation page.







TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of
Vales, having obtained a patent in the United
tates for his process of smelting Iron Ore with Anwater for his process of smelting Iron Ore with An-States for his process of smelting Iron Ore with Anstates for his process of shieting from for with America coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

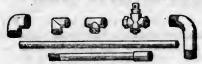
No. 4 Sout Fronth st., Philadelphia, Pa.

O RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to } in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs per square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting logether, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUZS.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, there eiter offer manufactures to execute the control of the control of the manufacturer. more cheapity at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the

Work shop, 80x35 feet, on the same noor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x451 feet, two stories high, with a shed part 45x20 feet.

feet two stories high, with a shed part 451x20 feet containing a large air furnace, cupola, crane and

corn oven.

corn oven.

Store house—a range of buildings for storage, etc.,

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Fanadelphia.

will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS

etc. The Subscriber having made importat improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters, patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with Mar. 20tf

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Carsing Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders

W. Mc. C. CUSHMAN, Civil Engineer,

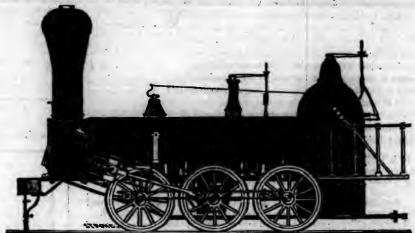
Albany, N. Y:

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.

15 inches Diameter of Cylinder, × 20 inches Stroke. 7,66 × 24 66 14 -66 66 × 20 66 3, 141 64 86 44 . . " 66 121 66 \times 20 × 20 111 66 66 44 5, . 66 44 22 66 104 \times 18 66_ 6,

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locometives. Tenders and Cars.

NORRIS, BROTHERS.

OSWEGO AND SYRACUSE RAILROAD.

half the interest in the extension and suclowing notice of a work which, when comcess of the central city of the State.

some satisfaction, however, in the reflection will ensue." that it is esteemed by many of the ablest and best conducted papers of the country, ments.

past.

"We hope," says a writer in the Onon-

pleted, will contribute so largely to the suc- of \$50 each, and one dollar per share is re- could deliver it in London for 21s. per ton.

of square inches of politics and advertise- the committee will be of interest to many of brought before the committee.

and uniform, and that a railread may be whole coal trade throughout England, both The commissioners are Alvin Bronson, Da-there was, he believed, every disposition to meus boilers, from the works of Messre.

vid P. Brewster, Luther Wright, Sylvester accommodate him on the lines in question, If the editors of the Syracuse papers took Doolittle and Henry Fitzhugh, of Oswego: his waggons were often detained in passing George F. Falley, of Fulton; Philip Hart, from Durham to Gloucester for ten or eleven half the interest in the extension and success of railroads in this State, that they do ville, and Ashbel Kellogg, John Wilkinson, day. He believed that the aggregate traffic in political matters, the Railroad Journal B. Davis Noxon, Thomas McCarthy and in coal would give the company 5 per cent. would not have been dependent upon a stray James R. Lawrence, of this town. We unumber of the "Standard," and that sent by derstand that they will meet here to-day, for whole line. He should be glad to sell his an attentive friend of the cause, for the folments to opening the books of subscription. transmitting it at the above mentioned rate "The capital stock is divided into shares at a mileage, taken as the crow flies, he quired to be paid at the time of subscribing. whereas it now cost from 28s. to 32s. With "We regard this as an important project respect to coal, he would sell it for the same the cause; but to do so we must rely upon for the central line of railway from this to sum at the pit's mouth, and could deliver it the newspaper press of the country for the details of what is passing in their respective.

Albany, and as particularly interesting to at King's Cross, paying the city dues, and defails of what is passing in their respective. details of what is passing in their respective trade. It will help to make us more cen-circle of six miles, for 1l. 4s. 71d. per ton. sections. Possibly the Railroad Journal tral by the greater facility that it will afford The formation of the railway would save an may not be as useful to the political news. for the northern counties to reach this point. enormous amount of coal which was now depapers of the day as they are to it-hence it Let it be taken up and constructed with the stroyed at the pit's mouth, that quantity so may not be worth an exchange. There is energy with which such works are prosecuted wasted in the year 1833-34 being 1,500,000 in Massachusetts, and like favorable results tons. Small coal might, if this line passed, be carried to London, and sold for 8d. or 9d. per cwt. He had calculated the amount of RAILWAYS AND THE COAL TRADE. -The coal consumed per head per annum by the worth at least as much as an equal number following report of the evidence given before populations of York, Durham, and Northumberland, and found that it was from 11 to 2 tons and upwards, including men, women, our readers. We know nothing of Mr. Pease, and children; whilst in London, with all the We shall not hereafter solicit an ex- and therefore leave our readers to draw their demand of steamers, factories, mills, and change with those who have declined-or own conclusions upon his opinions. It is ev- manufactories, there was only about one ton omitted—to send their's in return, when ours ident, however, that his opinions are consid. per head per annum, one third of the whole has been sent regularly to them for months ered worth having, or he would not have been amount being required for manufactories, &c. He had examined gradients on the London and York line, and had found them favour-LONDON AND YORK RAILWAY AND COAL able to the passage of coal. He was so far daga Standard, of June 4th, "soon to see TRADE .- Amongst the witnesses examined favourable to the line, that, if the proprietors the company which was revived and extend-before the committee, in favour of the pro-ed by the last legislature to construct this jected London and Yorkshire line, was Mr. carriage of coal at 3d. per ton per mile, he road, organized, and in the prosecution of Pease, deputy-chairman of the Stockton and would engage with other parties, to pay the the important enterprize for which the charter was granted. In looking over the various proposed routes for railroads, we see 2,000 tons of coal per diem, and make about 300,000l. a year, for the use of their line. none in this State which, in importance of 2,000 tons of coke in the week; but little of The Stockton and Darlington Railway conbusiness, and in certainty of income, equal either was consumed in the neighbourhood, veyed about 2,000,000 tons of coal annually, this route. It is to connect by a railroad of the greater portion being sent southwards, and there were no practical difficulties found 35 miles the great and increasing business and thence to all parts of the world, the coke in that traffic. He had considered the vaof lake Ontario with the central line of railproceeding to a greater distance south, as it rious lines before the committee, solely with way at this place. It is no common-place was more adapted to the use of locomotives. a view to the want of a railway running remark to say that the route is most favor. He had considered the London and York able for construction. Every one who has project with great attention, and it was his travelled to Oswego will readily perceive firm belief that, if it were carried into effect, that the face of the country is very level it would work an entire revolution in the thrown."

made with the most moderate inclinations, as to the manner of the conveyance and the Epson and Crowdon Atmospheric Rail-"A railway is proposed in Canada from cost of the article itself. He believed that way.—The works on this line are proceeding Hamilton to Windsor, opposite Detroit, and the charge of 3d. a ton per mile would be am-from the earnest tone of feeling in that re-ply remunerative, except in the case of very tion among persons who take an interest in gion there is little doubt but it will be com- short distances, and of separate managements this principle of propulsion. A number of pleted in a very brief period. When that which could not be brought to unite. The labourers are employed in the necessary shall be done, and a railway open from this witness then stated several instances in earthworks, laying the tubes, rails, &c., and to Oswego, it will form the most direct, ex- which he himself had experienced the evil in some parts of the line the works have aspeditious and comfortable route from Boston results arising from rivalry and jealousy, as sumed an important and forward appearance. to Chicago. We say from Boston, because well as inherent obstacles to which through The telegraph is completed for several miles; our city of New York seems to overlook traffic was exposed by separate companies, as and, at the spot at Annerley, where it will this line of communication, and to be turn each thought that they were entitled to fix the cross the South-Eastern line by an incline ing its energies in another direction.

"The capital of the Oswego and SyraThere were besides other great practical obdriven for the foundations. Near the Dartcuse railroad company is \$350,000, which jections to carrying coal by different compa-is believed to be ample to make the road. nies, which were so insurable that, although is being erected, intended to contain six enortons, covered with an elegant iron roof, the elsewhere, and that place becomes home chimney of which will be 120 feet high, and which treats us best, and best provides us is of very unique design. The directors, in with the comforts and luxuries of existence. these operations, have shown a degree of It is also more natural that the land should they having reached 255, occasioned, doubtactivity not always witnessed in large under only he provided with a sufficient number of less, by the conclusion of the contract for takings and evince a very laudable desire to inhabitants for its necessities, and the supergive effect to the opportunities placed within abundant population are better employed in their reach, for testing, to its full extent, the hordes, either for the the sake of commerce York and North Midland, and the Newcascapabilities of this enormous power, which or of manufacture. The hording together of the and Darlington Companies. This im-Nature had placed at the command of man. one class of people also calls together other The length of the line, its gradients, and its classes, which are dependant upon the busi-situation, so contiguous to the metropolis, ren-ness of those more numerous; and after the der it most peculiarly adapted for a definitive colossal schemes of railways, now proposed, trial of the pneumatic principle, as it pre- are completed, there can be little doubt but gresses it excites much interest, and an ear- that it will be attended with a greater portion sition of receiving a greater return for their ly report is anxiously looked for by the scien- of general prosperity; the land will not be

INCREASE AND EXTENSION OF BAILWAYS.

following remarks on the extension of, and the changes which are likely to result from, the British Empire, it is to be expected that thinking, that, however beneficial amalgarailways. We entirely concur with the editor in his views in relation to the safety of such investments, when judiciously made; and also with those in relation to the equalizing the value of the agricultural products that an equipoise must take place in the valof the country—and the penalty for poverty!

We desire, however, to be understood as holding fully to the belief, that the process of levelling is upward. Railroads tend to ele. Ireland. With respect to the safety and those parties in whose hands this gigantic

the future welfare of the country. It is fre-rendered more frigid by the speed, and com- 17 to 23, and the latter from 15 to 181. are not suffering more inconvenience than rich and poor, and the great, the immense, mini of the empire; and, however much this ulated to their own engines in feeling-

Maudslay and Field, each weighing fourteen come indifferent to it if they can do better loss in £. s. d."

The Mining Journal says :--

"The most important and even astonish. ing feature in the share market is, the rise in price of the Great North of England shares; the purchase on Tuesday last of this line by Mr. Hudson, for the United Midlands, the portant transaction has been effected by Mr. Hudson, as the representative of the above proprietaries, agreeing to pay the enormous sum of 250l. for every 100l. share—thus placing the shareholders in the enviable poly report is anxiously looked for by the scien- of general prosperity; the land will not be investment than any other passenger rail-tific world, and the various parties interested. encumbered with a useless population, and way yet constructed. How far the public the towns will be so altered and re-construct- will benefit by the arrangement, which gives ed as to provide for them; and every kind Mr. Hudson, in his official position, almost We copy from the Mining Journal the of manufacture will be increased, and com-unlimited power throughout the northern merco extended; while from the improved and a great portion of the western counties, facilities of transport of the raw material of remains to be seen; but, we cannot help our manufactures will flourish, so as to ex-mation may have been with lines whose pobecome more valuable, for it must be observed ed as it is with former former ones, and plalevelling is upward. Railroads tend to ele. Ireland. With respect to the succession whose hards in whose hards are means of carrying these undertakings into power is placed will exercise it to the puberfiect, it is clear that the security is much lic advantage. The railway share market better than that which has been usually the has remained exceedingly steady during the cially, they will unite us more closely as a outlet of hoarded bullion, for it is the next week, the leading shares obtaining advanced people, and bind us together as a common thing to the green acres themselves, and if prices. London and Birminghams have adbrotherhood, unless those demons, indolence at first the per centage be small, it is only vanced 9l. per share since our last; Great and ambition, which produce a thirst for office reasonable to suppose it will gradually in. Westerns 13l.; and York and North Mid--public station—power, and a desire to any degree of engineering while and state with lands 10l.; while London and Yorks, and —public station—power, and a desire to any degree of engineering skill and proper feed at the "public crib," instead of enjoying data must pay. We may here observe, en declining prices. The decision of the coma glorious independence, earned by honest passant, that the engineers of the present day mittee in favour of the Newcastle and Berindustry—sap the foundations of the republic on most of the railways neither consult the wick line, to the exclusion of the Northumby fostering sectional prejudices, and thus interest of the companies they represent or the health of their passengers. It is a disformer company a lift of about 11. per share. unge us into anarchy, bloodshed and ruin. grace to England that the poorer classes are In the North British, and Norwich and "The increase and speculation in railways obliged to travel against cold boards, cooled Brandon, considerable confidence appears to is a question of considerable importance to outside to the temperature of an atmosphere be reposed, the former having advanced from quently asked what will be the end of all municating rheumatism, and, perhaps, death, The generality of the new schemes have exthis? It is clear that the whole order of to the unfortunate being who has not money perienced but slight variations, and foreign things is soon to be completely revolutionized, and the sooner we are prepared for the inside of these carriages were lined with the shade lower. Towards the end of the week, great change the better. We are now in a commonest flannel, it would be a mere act the market has been well supported, more state of transition, and it is somewhat singu- of humanity; but when we look at the especially in the heavy lines, while prices lar that, while we are in this position, we manner the London vehicles are fitted for have been secured in several of the newest projects, evidencing that a disposition still we now experience. All those not directly proffits wrung from the sorrowing humbler continues, on the part of the public, to emengaged in land or agricultural pursuits, classes, is it too much to ask these hard-bark in enterprizes of this nature. The Staffordshire and Shropshire Junction shares left off with a disposition to advance, having may militate against our good old notions of whether they can look upon the sufferings been done at a premium. The Dublin and English society, stern necessity commands of their poor fellow-creatures for the saving Kilkenny, and the Cork and Bandon railit, and the village must be reduced to the of a few shillings to each carriage, and after way companies have passed the ordeal of lawyer, the doctor, the carpenter, and the all, it is doubtful whether the increased trafsmith. It is true that this may make very fic consequent upon such an alteration, to be reported to the House, and the Waterlittle difference to the real state of the coun-try or the people, for we are migratory in our habits, and those most tied to home be-would not more than pay the outlay; or whether the pleasure of doing a good action proved, and the clauses are being considered our habits, and those most tied to home be-

nounced as safe, and it is hoped, that they will shortly open a wide field for the employment of the labouring population.'

SELECTED RAILROAD, CANAL, AND MISCELLANEOUS ITEMS.

CANADA RAILROAD.—A meeting was held at Windsor, Canada, on the 15th inst., for the purpose of fixing upon the western terminus of the proposed road in Canada, from Toronto, or a point opposite Buffalo, to lake Huron. The meeting discussed the different routes proposed, and concluded upon Sandwich, (opposite De-troit,) as the western termination. The distance troit,) as the western termination. estimated is 210 miles.

At a meeting of the board of directors of the Little Miami railroad at Xenia, it was unanimonsly determined to continue the road to Springfield by the Yellow Springs. The distance will be 19 miles, being a mile and a half shorter than the Clifton route.

MADISON AND INDIANAPOLIS RAILROAD .-The president of the railroad has furnished the Madison Banner with the following abstract of business done on the road during the months of March, April and May last.

Passengers on the route inward—through 799. way 1041. Receipts from inward passengers, \$1976 96.

Inward freight-321 hhds, bacon, 25,377 lbs, bacon in bulk, 311 bbls. pork and lard, 340 kegs of lard, 4522 bbls. flour, 14,888 bushels of wheat, 7949 of corn, 513 fruit, 150 flaxseed, 29,907 lbs. furniture, etc., 22,407 lbs. tobacco, 52,163 lbs. hemp, 4285 lbs. feathers, 13,550 lbs. hides and leather, 100,922 lbs. unspecified freight, 308,820 feet sawn timber, 73 tons of hay, about 10 tons of other articles, and 140 cords of wood—for which the tolls charged amounted to \$3,542 25.

The through passengers outward, during the same period, numbered 956; but the full number of way passengers outward, as well as that of the way freight, can only be ascertained from the books at Columbus. The outward freight started from Madison, however consisting of dry goods, groceries, iron, and various articles, during the month of March, amounted to 281 tons 1300 lbs .- in April, 332 tons 200 lbs .- in May, 381 tons 900 lbs.—besides 200 tous railroad iron, and more than that amount of timber for the repair or construction of the road. The actual receipts from tolls amount to \$11,400, or \$3000 more than was received last year in the same months.

tons, passengers 50, and receipts \$146 per day.

half that of last year; but most other articles have largely increased. The increased distance is 21-2 miles. The passenger car has for about a week gone five miles north of Columbus, and before the end of the month, the train will run to Edinburgh, on 11 miles of new road, making the whole distance 56 miles from Madison.

The grading and bridging of the train will run repairs. Navigation on that part of the canal will be suspended for a few weeks.

The grading and bridging of the thirty miles from Edinburgh to Indianapolis have been put under contract on favorable terms, and there can is good news for Central Indiana.

the road to Kenton, 40 miles south, by the 1st of other new improvements, the Messrs. Norris November. - Seneca Adv.

BALTIMORE AND OHIO RAILWAY COMPANY .- The directors on Thursday declined to accept the resignation of the presidency, tendered by Hon. Louis McLane, but determined to appoint a president protempore. Samuel Jones, Esq., was elected to that

Bills have passed the New Hampshire legislature to incorporate the Great Falls and Conway railroad, the Portsmouth, New Market and Concord railroad, and the Portsmouth New Market and Exeter railroad.

A railroad from Worcester to Brattleboro' through Barre, is in contemplation. .

CONNECTICUT RIVER ROUTE OF THE VERand partially laid out the route of the Central for the last two months, completing one locomorailroad, from the Cheshire bridge, opposite twe each and every week.—Phila. Post.

Charlestown, N. H. (where the Cheshire road may meet,) to the mouth of White river. The INVENTION.—We are informed (savs the editor).

on or near the line of the proposed railroad from Hartford to New York, via Plymouth and Dan-

Under the direction of the corporators of the Atlantic and St. Lawrence railroad company, Mr. Hall has recently made a farther explora-tion of routes for the road. This is the promised continuation of the reconnoisance made last fall. By that survey, one principal route was examined and found to be feasible. The recent undertaking has given a further view of the whole country between Portland and the Canadian frontier, and has indicated two or three other general lines, by which a railroad communication may be effected, under very favorable conditions.

The people of Cincinnati are rejoicing over the completion of the Miami canal, by which a regular and direct communication is established between Cincinnati and Toledo (at the head of Maumee bay): on lake Erie. The Miami canal extends from Cincinnati to Defiance, and is 178 The average freight for customs has been 36 miles in length. At Defiance it strikes the great ns, passengers 50, and receipts \$146 per day.

The amount of bacon, pork, etc., is less than making the entire line of canal from Cincinnati

A NEW ENGINE.—()ne of the most strongly and beautifully constructed engines we ever saw passed our office on Saturday. We were insample and cool it, break out the tunip and passed our office on Saturday. We were insample and cool it, break out the tunip and passed our office on Saturday. We were insample and cool it, break out the tunip and passed our office on Saturday. Note—As soon as the asset of the surface of the su be scarcely a doubt but before two years the formed that it was built expressly for high speed for the Long Island railroad company, to make the trip between Brooklyn and Greennot, 97 the trip between Brooklyn and Greenport, 97 miles, in 2 1-2 hours, with 300 passengers, inlaborers are at this time busily engaged in laying the timber from this place south upon the
track of the above road. For a short distance
it is now ready for the iron, and is rapidly progressing towards completion in other respects,
tt is expected a train of cars will run to Carey,
16 miles south from this place, at farthest by the
late of August, and it is contemplated to complete

the trip between Brooklyn and Greenport,
miles, in 2 1-2 hours, with 300 passengers, inmiles, in 2 1-2 hours, with 300 passengers, induding all stoppages. Weight of engine, in
running order, 29,000 lbs. Cylinders 12 1-2
inches diameter, 20 inches stroke. Two driving
wheels, 69 inches diameter; four guide wheels,
33 inches diameter; two relief wheels, 36 inches
diameter. A handsome gallery extends around
the engine is in motion. Among
lity, will attract, or be attracted, by the silver,
and it only requires the process of refining, or
burning off the inferior metals, to ascertain the
running order, 29,000 lbs. Cylinders 12 1-2
inches diameter; four guide wheels,
36 inches
diameter. A handsome gallery extends around
the trip between Brooklyn and Greenport,
miles, in 2 1-2 hours, with 300 passengers, inrunning off the inferior metals, to ascertain the
running off the inferior metals, to ascertain t the trip between Brooklyn and Greenport, 97

have adopted on this engine, we notice a handsome brass reservoir which is secured to the side of the boiler, holding half a gallon of oil. From this reservoir, there are several copper pipes, leading to the different journals, and each sup-plied with a cock for letting down the oil upon the journals at pleasure. This arrangement gives the engineer an opportunity of oiling the engine while running at so rapid a rate.

Messrs. Norris are now constructing a second engine of the same description for the Long Island railroad company, which will be com-pleted in a few days. They have now employed at their works, 320 workmen, completing orders which they now have on hand, for a number of locomotives for the governments of Aus-MONT CENTRAL RAILROAD.—Mr. Whitwell tria, Hongary, and Baden, and with this com-and his assistants have completed the survey, pliment of men, they are now, and have been

Charlestown, N. H. (where the Cheshire road may meet,) to the mouth of White river. The distance is 30 1-2 miles, and the grades are low and entirely favorable for the construction of a railroad.

Another New and Important Railroad Invention.—We are informed (says the editor of the United States Gazette,) by J. Hancock, Esq., patent agent in this city, that letters patent railroad. HARTFORD AND NEW YORK RAILROAD.—
At a convention of delegates from sundry towns on or near the line of the proposed railroad from Hartford to New York via Plymouth and Don Hartford to New York, via Plymouth and Dan-bury, a committee of seven was appointed to Desiderata to the whole community. The cost procure a survey of the route, and make arrange- of applying it to railroads already in use will ments for opening the books of subscription to not exceed, we understand, the ordinary exstock, as follows: Jas. Goodwin, E. G. Howe, penses of repairs, &c., but on the contrary, will Wm. L. Cowles, R. H. Hotchkiss, G. W. Barserve to lessen them; besides having a tendency tholomew, J. L. M. Scoville, Fred. S. Wildman. to keep animals off the track. The speed, it is said, can also be increased to 60 miles an hour, or more, with perfect safety to life and property.

Passengers.—Those who are not acquainted with the facts, would be astonished to learn the great amount of travel up and down the Con-necticut valley. Three lines of stages run re-gularly between Northampton and Springfield two of them connecting with the railroad at Cabotville, and one at Springfield. There is also another line running through Amherst to Cabot-ville. On Friday last, the two lines from Cabotville to Northampton—which carry at low fare—brought up about fifty passengers. The next day they were similarly freighted, and it was estimated that the other two lines swelled the number of passengers to about 100. On Monday nearly the same number came up. On a line of such travel, can a doubt exist that a railroad will be good stock !- Northampton Cour.

To discover the Proportion of Silver CONTAINED IN COPPER ORE.—To a sample of one ounce add flux red tartar, 1 ladle; nitre, 1 do.; lime, 1-2 do.; borax, 1-2 do.; fluor spar, I do.; red lead, I do.; mix well with the ore and melt in a wrought iron crucible (if a stone one only can be obtained, add I ounce of iron,) about eight minutes, in a brisk heat, will be aufficient; for the last five minutes the assay should be incessantly stirred with an iron rod; pour the nity, will attract, or be attracted, by the silver,

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ver division canal. aware canal. ach creek. eca river towing path mbia railroad iata canal. age railroad stern division canal. th branch Susquehannah canal st " king canal."	25 60 45 82 36 93					621	1,636	nnish	ed \$5,553	3,000 and \$2,	,409,000; a	n expen
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ach creek. cca river towing path umbia railroad tern division. iata canal age railroad stern division canal th branch Susquehannah canal st " king canal mi canal.	82 36 93					7,381 109,278	99.870	TOL.	erar, jor :	\$39,000 and	\$14,000 res	spective
eca river towing path	82 36 93	•					22,010	Inc	for 1943	ceipts from t	ine works of	I Penns
ımbia railroad tern division age railroad stern division canal th branch Susquehannah canal ti "" king canal mi canal	82 36 93		69.276			381		164 39	Mi and th	e cost about	30 million	1044 2
iata canal	93					443,336	205,067	The	e receints	for 1844 we	ere as folloy	VS:
age railroad. stern division canal. th branch Susquehannah canal. th "" king canal. mi canal.	130					179,781	138,915	Canal	tolls,		-	578,4
stern division canal	130						- 1	Railm	allot ber	-		252,8
th branch Susquehannah canal st """"" king canal mi canal.	/1112					351,102	248,943	Motiv	e power,		-	319,5
st " " " " … king canal							- 1	Truck	S, -	-		13,4
king canalmi canal	73					101,949	57,633	of whi	ch \$585,	922 is from 1	118 miles of	f railro
mi canal	72 9		125 120	4 757		5,286	4 190	and M	578,404 1	rom 550 mil	les of canal.	•
mi artancian	85		975,130 660,742		38,826	77,844		The	canals o	f Ohio are	supported !	by a pr
IIII CAUCHSIUII	105	2	856,636		30,020	12,723				mills on th		
mi northern division	35		322,000	0,201		unfin'd.	,			anal in the S		
kingum	91		627,318	23,167			15,027	1843	±4/1,623	and in 184	14 \$515,393	, the c
)	334		600,000		123,398	343,711	113,210	AA on	n. 43 Del	ing \$15,577, only \$43,77	0 though	mcreas
bash	91	3,0	028,340	35,922	6.400		12,817	haser	chibited s	a greater in	crease through	nehout
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stern road	31	1			1,782	8,747	2,929					e pield
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iral railroad	110	. 10,	819 308	149 997	75 960	211 170	89.420	and is	the only	State work	-the Erie	canal
hern railroad	68					60,341	70,000	repted	l-which	is able to st	and alone.	
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nal Swamp				•••••								
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CANADIAN CANALS.	miles.	lock	s. in feet	Length o	Width.	Depth on mitre sill.	Bottom.	Surface	Estimate	Sept. 1843.	1843.	1844.
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COAL COMPANIES	Lengt	h in	7	~	1843.	Div.					DEMARK	~~
	R. rd.   C	anals	Cost		income.	per cent.	Gross.	Nett.	cent. st	lock.	REMARKS	5.
			2,800	000 930 9	203 106 7	00 10			1 1	30		
	00   1	43		000		10				31		
	stern road dry works	Stern road   31   31   31   31   31   31   32   33   33	Stern road   31   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,   11,	Stern road   31   255,015   11,000,000   1,000,000   1,000,000   1,000,000   1,942,308   936,295   1,942,308   936,295   1,000,000   1,942,308   936,295   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000,000   1,000	Stern road	Stern road   31   255,015   7,254   1,782   11,000,000   11,000,000   11,000,000   11,000,000   11,000,000   11,000,000   12,221   1,782   11,782   11,782   11,782   11,782   11,782   11,000,000   1,842,308   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   149,987   75,960   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000   150,000	Stern road   31   255,015   7,254   1,782   8,747   dry works   me canal   11,000,000   1,842,308   149,987   75,960   211,170   1,842,308   149,987   75,960   211,170   1,842,308   149,987   75,960   211,170   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000   1,900,000	Stern road   31   255,015   7,254   1,782   8,747   2,929   24 y works   11,000,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,812,000   1,	Stern road dry works   11,000,000   12,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000,000   14,000	Stern road   31	Stern road   31   255,015   7,254   1,782   8,747   2,929   These 21 millions on state canal dry works   11,000,000   14,9,937   75,960   211,170   89,420 and is the only State work here railroad   68   936,295   24,067   7,907   60,341   70,000 cepted—which is able to state and state of the railroad   68   366,295   24,067   7,907   60,341   70,000 cepted—which is able to state of the railroad   100   1,942,308   149,987   75,960   211,170   89,420 and is the only State work here railroad   68   366,295   24,067   7,907   60,341   70,000 cepted—which is able to state of the railroad   168   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,000   160,0	Store   Stor

		Length		Loans	RAIL!		18	43.	Div.	184		Div.	Previ-	Week er	ndin
	RAILROADS.	in miles.	Cost.	and	of	on.	Inco		per		me.	per	ons	Jone 2	25th.
			1 000 000	debts.	shares.	hare	Gross.	Nett.	cent.	Gross.	Nett.	cent.	prices	Shares.	-
Ie.	Portland, Saco and Portsmouth	50 35	1,200,000			••••	89,997	47,166	7	131,404	62,172		1031	425	
H.	2 Concord	56				• • • • •	100 745	60 400		072 101	OC 401	12	65		
8.56.	3 Boston and Maine	17 1-4				• • • •	178,745	68,499	6	233,101	86,401	61	117	•••	• • •
	5 Boston and Lowell	26		unin.		• • • •	277,315	144 000	8	316,909	147 615	8	123	5	12
16	6 Boston and Providence	41		none.					6		156,109		114	3	12
66	7 Boston and Worcester	44	2 914 078	none.	10,000	100	40 141	162,000	6		195,163		1201	3	12
60	8 Berkshire.	21	250,000	not stated			20,121	17,500		17,737		12	1203		
66	9 Charlestown branch		280,260						13		13,971	51	771	15	8
66	10 Eastern	54	2,388,631				279,563				227,920	8	113		
££ -	11 Fitchburg	50	1.150.000	liustopn'd						42,759			1211	7	12
66	12 Nashua and Lowell	14 1-	380,000				84,079		8	94,588		10	124		
	13 New Bedford and Taunton	20	430,969	2			50,671	24,000	6	64,998	24,000	6			
**	14 Northampton and Springfield		172,88	unfin.											
86	15 Norwich and Worcester	59	2,170,36	900,000	16,535	100	162,336	24,871		230,674	99,464	3	731	4,956	1
66	16 Old Colony		87,82	unfin.									106‡	3	10
"	17 Stoughton branch	4	63,07									1			
66	18 Taunton branch	11	250,000	9					8	96,687	20,000	8	118		
66	19 Vermont and Massachusetts 20 West Stockbridge	3	41 51	000					••••						
**	21 Western, (117 miles in Mass.,)	156	41,510	200		100	E779 000	004 490	• • • •	~59 ~59	490 000	4	104	ren	1:0
66	22 Worcester branch to Milbury	130	. 8,43	24,686,202 1 506	30,000		373,002	204,432		100,100	439,079	3	104	589	1
**	23 Housatonic, (10 months,)	74	1,244,12							150,000		• • • • •	31	• • • • • • •	
Con	24 Hartford and New Haven	38	1,100,00		10,000	100				130,000			95		
66	25 Hartford and Springfield	25 1-										0	33		
66	26 Stonington, (year ending 1st Sept.,)	48	2.600.00			100	113 890			154 794	79,845		30	2,060	19
Y.V	27 Attica and Buffalo	31	336,21		10,000	100	113,889 45,896	7.529		73 248	48.033			2,000	
66	28 Auburn and Rochester		1,796,34		14,000	100	189,693	112,000		237.667	152,007		108	20	10
66	29 Auburn and Syracuse	26	766,65	7							52,544		116		
66	30 Buffalo and Niagara	22	200,00	0	1.500	)							100		1
66	31 Erie. (446 miles.)		. 5.000,00	0									291	375	3
66	32 Erie, opened	53				1		48,000	)	126,020	59,075				
66	33 Harlem	26	11,206,23	1		1			}	140,685	62,399		671	710	6
66	34 Hudson and Berkshire		575,61	3		50				35,029			117		
66	35 Long Island.	96	1,610,22	1 392,340	29,846					153,456	58,990		711	5,342	
66	36 Mohawk and Hudson	17	1,317,89		10,000			58,780					58	100	5
66	37 Saratoga and Schenectady	22	303,65				42,242	3,000	1	34,660					
66	38 Schenectady and Trov	20 1		0		1	28,043			32,646					1
66	39 Syracuse and Utica	53	1,115,89	7 none.	16,000	62	163,701	72,000		192,06	120,992		1151		
**	40 Tonnawanda	43	727,33	2			76,227			114,17	75,865	5			
	42 Troy and Saratoga.		180,00	0			44.00	21 000	1	00.50					
66	43 Utica and Schenectady	78	9 169 16	5 none.	90,000	100	277,164	21,000		38.50			100		1
N. J	.44 Camden and Amboy	61	3 200 00	0	20,000	100	690 936	100,000	1 3	794 10	199'094	8	132 115	1 10	1::
68	45 Elizabethtown and Somerville	26	500,00	0	•		000,000	100,00		104,13	1 404,930		113	10	
86	146 New Jersey		2 000,00	0				1					94		
"	47 Paterson		I DUU.UU	U								6	87		
Pa.	48 Beaver Meadow	26	11.000.00	Ct					1		1				
66	49 Cumberland Vafley	46	11.250.00	Cl								1	1		
**	50 Harrisburg and Lancaster	36	860.00	0									30		
66	51 Hazleton branch	10	120.00	0		1			1				6		
46	52 Little Schuylkill	. 29	900.00	0											1.
66	53 Blossburg and Corning	40	1 600.00	0									1		
66	54 Manch Chunk	9	100,00	0											
66	55 Minehill and Schuylkill Haven		315,00	C					12			1	80		1.
66	57 Philadelphia and Trenton	20	1 HOME OF THE	W 14		1		1	1	1			CI		1.
66	58 Pottsville and Danville	30	400,00 -21,500,00 9,457,57	0		1							104		
66	59 Reading.	04	0.457 50	07 447 50	40.00	50				-	0 40		F0		
66	60 Schuylkill valley	10	1 000 00	0 7,44 7,0 7	40,200	00	*******			997,613	343,51		56	2,785	
**	61 Williamsport and Elmira	25	400,00	0		1	90.00					1			1.
66	62 Philadelphia and Baltimore	93	4.400.00	0	1		43 04	2000			210.00		1 10	0.100	
De	1.63 Frenchtown	16	600.00	0			10,04	,000,000			. 210,000		10	8,126	1
Md	- 64 Baltimore and Ohio. (1st Oct.)	1100	7 623 60	0			575 93	970 40		250 00	246 04		401		1
86	65 Baltimore and Susquehanna	. 58	3,000.00	0			. 010,20	015,10		130,02	0,20,34	····	91	1	1
	66 Baltimore and Washington	. 38	1,800,00	00			177.22	71.69		212 12	9 104 59		84		1.
Va.	67 Greensville and Roanoke	* 171	2 950.00	0						,,,,,,	101,02		02		1.
66	68 Petersburg and Roanoke	* 60	3,000,00 1,800,00 -2 950,00 969,88	30						. 122.87	1 72 80	3	1		1.
63	69 Portsmouth and Roanoke	. 78 1	-2 1,454,17 800,00 -2 700,00 500,00	71								1			. [
66	70 Richmond, Fredericksb'g and Potomac	* 76	800,00	00						. 185,24	3 85.68	8 6			I.
66	71 Richmond and Petersburg.	* 22 1	-2 700,00	00											1
٧. ٥	72 Winchester and Potomac.	32	500,00									1			.1.
٧. ر	72 Winchester and Potomac 73 Raleigh and Gaston 74 Wilmington and Raleigh 75 South Carolina 76 Columbia 77 Central 78 Georgia 79 Montgomery and West Point.	84 1	-2 1,360,00									1			.[.
	ye Couth Corolina	161	1,800,00	0								1			.1.
" "	75 South Carolina.	136	5.671.45	2	34 41	75				. 532,87	1 140,19	6 5			. [.
Ga.	Control	66	0,071,10		. 02,21	13	201,46	4 77,45	6	. 328,42	5 180,70	4			.1.
11	Clargia	190	2,581,72	<b>3</b>			. 227,53	2 93,19	0			1			. [.
66	70 Montgomers and West D.	1147 1	-2 2,650,00				. 248,02	6 158,20	7	. 248,09	6 147,52	3			.1.
Ky.	79 Montgomery and West Point	. 89	500,00	00 170,00 00	0	100				. 35,00	0 15,00	0			.[.
Oh	80 Lexington and Ohio.	40	450,00									1			.   .
Oii	82 Mad river	40	400,00										1		. [
	. 83 Madison and Indianapolis.	1 40	152,00									-			. [.
Car	n. 84 Champlain and St. Lawrence	. 56	212,00	00											
		1 15	1		1		1	1 10 00	10	1 50 00	0 04 00	<b>~</b> !	1	1	

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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# AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N. J.

Thursday, July 3, 1845.

RAILROADS IN CANADA.

During the past winter and spring we have be stowed much attention on the proposed railroads from Montreal to Portland, and from Ontario to Huron There has been quite enough said and written, and the time for action is at hand. We not only did our part as faithful chroniclers of passing events, likely to influence these great works, but we also went so far as to point out what we considered the course to success. A gentleman is to be sent out from Montreal to London to lay the merits of the "Atlantic and St. Lawrence railway" before British capitalists, and, singularly enough, it is proposed to associate with him one who has played a leading part in drawing the province into the construction of a system of gigantic canals, about as many times greater than the productive canals of England, as the trade they are to accommodate is less. We particularly cautioned the friends of the Great Western railway against this error. Above all things we recommended an avoidance of those visionary and bombastic statements which have led to such unfortunate expenditures in this and the western States, and a close adherence to the system which has led to such brilliant results in England and Massachusetts: that is-to examine well the cost and income of the project before offering the stock to the public. Of the Atlantic and St. Lawrence railway we have seen merely a report of a preliminary survey, and some general statistics, and therefore do not feel ourselves warranted in forming, far less expressing, an opinion as to the actual value of the investment.

But with the Great Western railway, the case is different. The country is easy and well known, the winter is less severe than at Albany, and, what is of more importance than all the rest, the trade is already there to an extent far greater than is required to make the work eminently successful. Again, the kind and amount of trade and travel may be easily ascertained at Detroit and Buffalo, so that one or two well informed men of business, who enjoy the confidence of their fellow citizens, aided by an engineer of skill and character, might, in a few months, prepare a statement which could be fearlessly submitted Lawrence railway have any chance with British capitalists, we must think that the Great Western railway is-with fair play-certain of success. And here we may observe, that local jealousies and rival schemes abound there as every where else. The schemes abound there as every where else. The road is to be carried down the lake to Toronto, and of the Schuylkill canal, and at its terroinus in

shore of lake Huron. As the American travel will ble conviction, that like causes produce like ef all go by Detroit, and as that is the eastern terminus feets everywhere.—Philadelphia Paper. or the only railroad likely to be carried across the peninsula of Michigan, it is obvious that the best communication with that city is a great desideratum.

If a line to that point offers any all accommodation to the peninsula of the only railroad likely to be carried across the If a line to that point offers equal accommodation to been reduced to two dollars. the Canadian trade and travel, then must we consider the case pretty well made out. We await impatiently the announcement of some definite and systematic plan of operations which we shall hasten to lay before our readers, with such remarks and elucidations as our humble yet zealous efforts are capable of affording.

EXTRAORDINARY LOCOMOTIVE .- We intended to notice in our last an "extraordinary performance of a locomotive;" but it turned out, according to the printer's figures—they were certainly not ours-that the engine itself was much more extraordinary than its performance, as it is represented to weigh 1308 tons, instead of 13.8 as written. The "Manatawney," the engine referred to, weighs 13, tons, instead of 1308, as

AMERICAN RAILROAD IRON.-We ask the attention of those who would purchase railroad iron to the advertisement, in this number, of the "Maryland and New-York Iron and Coal Company," or, as it is better known, the Mount Savage Iron Company. This establishment is, as it will be seen, ready to receive orders and make contracts for railroad iron of all kinds, and we hope to be able to announce similar information from at least balf a dozen other manufactories before the end of the year.

CONCORD RAILROAD.—The report of the diers at their late annual meeting, shows that the one week amount of capital stock of the road is \$750,000. and the cost of the road and its appendages The length of the road is 34 3.5 \$756,444. miles, and the maximum grades 15 8-10 feet per

The income of the road the last year amounted to \$181,842, of which the passenger department afforded \$90,545, freight \$90,099, and rents and interest \$1,196. The expenses amounted to \$82,928; of which \$11,528 were for road repairs; \$9,708 for wood and oil; \$6,-393 for taxes, and other expenses. Net income \$98.913. Two dividends were declared, one of 6 and the other of 7 per cent.

RAILWAYS VS. CANALS IN GREAT BRITAIN.
-By a notice in an English paper, we perceive that railways are gaining the ascendency over canals in that country. "The Ellsmere and Chester, and the Birmingham and Liverpool canal companies," (now united.) advertise that they hold, including branches in various directions (through the coal and iron field of North Wales, etc.,) 160 miles of canal.

They call the attention of their shareholders to the fact no longer to be disguised, that the public preference for railways is fast destroying to the severest scrutiny. If the Atlantic and St. the whole canal interest of the country. And the committee recommend, as the only means of saving their property, that application be made to parliament for the privilege of destroying the whole canal with all its ramifications, and of converting it into railroads.

extensive branches are to be carried to the north, besides which the western terminus is claimed by every the activity at the railway coal wharves on the hamlet from opposite Detroit to far up on the eastern Delaware, and he will be struck with the forci-

1	RECEIPTS.
	THE MOHAWK RAILROAD.—The receipts on the Mohawk railroad show a large increase over last year, for the second week in June: Passengers
	Freight
Ì	Total\$1872 16
	Same week last year
	Excess in 1845
	WESTERN RAILROAD.—Receipts for the week ending June 21:
۱	1845. 1844.
١	Passengers\$8,829 \$7,775
	Passengers
	Total\$16,498 \$14,911
1	HARTFORD AND NEW HAVEN RAILROAD The re-
,	ceipts on this road (exclusive of mails) for May.
	1845. 1844.
	1845. 1844. \$16,870 34 \$8,456 51
•	Receipts for the first six months since the
1	completion of the Extension road to
9	Springfield, ending June 9th, 1845100,291 80 Receipts for the corresponding months in
	1844
t	showing an increase of more than 100 per cent.— [Hartford Courant.]
t	READING RAILROAD.—Transactions for the second week in June for three years:
į	1843. 1844. 1845.
-	Business\$7,910 08 \$11,378 72 \$23,180 71
	Coal transported, tons.4,490 9,251 20,537

# THE COAL TRADE .- SCHUYLKILL VALLEY.

The shipments this week are by railroad 23,963.05, and by canal 6,077-18, amounting to 39,141-03 tons rectors of the Concord railroad to the stockhold the largest quantity ever sent from this region in any

The following is a comparison of the trade from

riod last year.	iigh regions, to	the same pe-
y	1844.	1845.
Schuylkill-railroad,	155,971.03	282,550-15
" canal,	126,129-18	80,493-04
" canal, Lehigh,	96,930.00	138,522.00
	378,031-20	501,465-19
		379,031.01
Increase in 1843	5,	122,434·10
	RAILROAD.	
From Pottsville and I	Port Carbon—to	tal. 120,306·17
From Schuylkill Have	n-total	158.916-19
From Port Clinton—te	otal	3,326-19
Total by railroad	• • • • • • • • • • • • • • • • • • • •	282,550-15
B	Y CANAL.	
From Pottsville and P	ort Carbon-tot	al 50,245-11
From Schuvlkill Have	en-total tons	12.511.14
From Port Clinton		17,635-19
Total by canal	• • • • • • • • • • • • • • • • • • • •	80,393-04
Total by railroad and	canal	362,943·19
	COAL TRADE.	
Total shipments fro	m Mauch Chu	nk. Lehigh
coal and navigation co		
Summit mines, -		62522
Room run do		20353 82875
Beaver Meadow railro	ad and coal co	26679
From Penn Haven-E	lazleton coal co	21906
From Rock Port-Buc	k Mountain cos	d co 7062
- Total Total Total	- AMOUNTAIN COS	100., 7002

WYUMING COAL TRADE—total.....

PINE GROVE COAL TRADE.—total......23,466 MINEHILL AND SCHUYLKILL HAVEN RAILROAD

otal tons......170,527·12 MOUNT CARBON RAILBOAD-total tons. 105,289

BALTIMORE AND WASHINGTON RAILROAD, HIGH FARES.

We have felt called upon, in support of our favorite theory-viz: "low fares and high speed for passengers"—to refer more than once, and possession of the legal power to reduce the fare 24,499 way passengers between interrecently in a somewhat pointed manner, to the upon their Washington branch, only since the rates charged on the Baltimore and Washington first of June. railroad. We feel assured that our motives, in der advisement, and have not yet decided what the course pursued by the Journal, cannot be they will do, but desire, and should be allowed, misunderstood. We have neither personal inte- full time to mature their measures upon the sub- 81,490 pas'g'rs, producing a revenue of \$168,318 rest to promote, nor private griefs to assuage, by ject in question. a change of policy in this or other cases of railroad management-or rather, as we have somethe greatest number"-but placing always first this principle. Railroad companies are not exthose enterprizing and liberal citizens who have pected to do what will induce a permanent deinvested, and in the case of the Baltimore and crease in their revenue. On the ground of pub-Ohio railroad company especially, having been lic good alone, such reductions are never advopioneers in the cause, risked their capital; therefore the only question to be solved in our mind must look first of all to the returns upon the cais what rates of fare on this road will, at the pital intrusted to their management. Maximum gers carried by both the railroad and the coaches, same time produce the best returns to the shareholders, and the greatest accommodation to those it otherwise, they would be guilty of breach of 70,217 passengers carried through in both ways. who desire to travel. This, we admit, is an important question; one which requires due deliberation before a change is adopted. We therefore give place to the following well written communication on the subject, from a source commanding our highest respect, which, had it come to hand in time, would have appeared in our last number, and we ask for it an attentive perusal by all who feel an interest in the matter -and who that travels does not?

# [For the American Railroad Journal]

High Fares - Baltimore and Washington Railroad .- The company who are the proprietors of this railway have been frequently and harshly censured for their alleged extortion in charging \$2 50 for carrying passengers from Baltimore to Washington. The complaint has come in part from the travelling public, and in part from the Virginia line of railroads south of Washington. - The public forgets that before this railroad was opened they paid \$3 for making the same journey in seven hours over an inferior turnpike road, almost impassable in the winter, and that the railroad saves them at least five hours in time and fifty cents in money, and affords them a proportional increase of safety and comfort. The Virginia companies forget that but for this railroad they would probably have never come into existence, and that they were in fact constructed and put into operation some time after its completion, with a full knowledge that its charter fixed its charge at the rate above mentioned. They also forget that on their local, or way travel, one of them is charging even higher rates (8 cents per mile) than those of the Washington railroad, and that their clamor for a reduction of the latter has been dictated less by a regard for the public, than by a desire to break down a rival work, the Portsmouth and Roanoke railroad, which, in connection with the bay steamboats, has always competed with them for the southern travel.

I shall in a few words attempt to show that 7,767 do. do., going south, do.

their complaints against the Baltimore and Ohio railroad company are not so well founded as is generally believed.

They have the matter un-

Again. The reduction is urged as much on the ground that it will advance the interests of times thought, mis-management. Our only aim the company, as that it will promote those of the and object has been and is "the greatest good to public-and low fares are always pressed upon cated by reasonable men. Boards of direction dividends are their prime legitimate aim. Were trust. Happily the policy that will produce this 25,268 maximum is also the one which will ultimately be most advantageous to the public. If the rates are too high, trade and travel is checked, and the revenue falls off, while the people are partially deprived of the use of the work. If too low, they have a fuller enjoyment of the improvement, but it is only for a time; as, the income becoming insufficient to keep it in proper repair, and pay a proper interest to the proprietors, it languishes, and perhaps finally comes to a stand. So that the public is at first badly accommodated, and at last not at all. These are self-evident truths, but they require to be recalled to the attention of those who clamor for low fares without consideration. The only right rule I conceive, is that of the maximum revenue. principle may seem selfish, but it is not the less sound, and is indeed formally denied by no one.

Now the palpable inference from this is, that a rate of fare having been established and found to yield a fair interest on the capital invested, should not be changed without due consideration; for the effect of any change is always doubtful. This amounts to no more than saying that no prudent person takes a step in the dark if he can help it. The Baltimore and Ohio railroad company is now acting thus prudentially, and is looking narrowly into the probable issue of a reduction in its rates before it determines to reduce

That there is reason for caution will be seen from the following statements,

It is known that a line of post coaches, (established and supported by the Virginia railroads, to favor their rivalry of the bay route) has been running for a year or two past upon the turnpike proach. in opposition to the Washington railroad. In the 101 months preceding the 30th of April last, the Washington railroad carried

40,155 through passengers from Baltimore to Washington only, at \$2 50,

9,068 round trip passengers from Baltimore to Washington and back, \$2 50,

In the first place that company has been in 56,991 through passengers, yielding \$142,478 mediate points, short of the whole distance, and averaging a distance of about 17 miles, at \$1 06 25.840

22,672

The post coach line on the turnpike within the same period, carried

9,337 passengers through from Baltimore to Washington only.

3,889 do. do. going south.
769 do. way between intermediate points.

13,995 total carried by coaches, at \$1 50 to the through passenger, with \$1 added for those going south by the Virginia railroad companies.

Adding together the through and way passenwe have

to less distances, say do. do. about one-half the whole distance.

Now if the railroad had carried all these passengers, at \$2 for through passengers, and five cents per mile for way, the loss to the company would have been, - \$6,399

And if carried for \$1 50 for through passengers and four cents per mile for way,

the loss would have been So that if the stages had been driven off, and the whole travel secured to the railroad, to effect which the latter and greater reduction would have been doubtless necessary, the road would have lost upwards of \$40,000 of revenue, and have paid less than 6 per cent. on its cost.

But it will be said, would not the number of passengers have been so increased as to make up the same net revenue. Now, it is the doult on the minds of the directors, on this very point, which leads them to hesitate as to the policy of the reduction; for it will be seen that under the half-price, round trip, fare of \$1 25, upwards of 9000 passengers made the excursion within the time above mentioned, and the probability is that this number embraced nearly, if not quite, all of those whom the reduction of fare would have induced to make the journey. In fact the 24 hours allowed for the trip, (one-sixth of which only is spent on the road,) will be, in the opinion of most of those who are acquainted with the federal metropolis, quite sufficient for the enjoyment of all the pleasure likely to be realized from the excursion. At least, it should be admitted to be a question not altogether free from doubt, and upon which the company interested may take time to deliberate, without deserving odium and re-

The truth of the matter then is-1st, that this company has in fact already exercised its power of reduction to its full extent in favor of excursion passengers, upon whom chiefly low fares would be likely to operate in augmenting \$100,388 travel; and that this class of passengers have 19,418 been carried at the reasonable rate of \$2 50 for

80 miles, or 31 cents per mile. 2d, that the direction has good reason to fear that a reduction, at this juncture, on the general travel would be attended by a considerable decrease of the revenue of the road, which their prime and paramount duty to their stockholders would not warrant them in risking.

If then the professed confidence in the sagacity and honesty of these gentlemen be really entertained, why are they not lest to judge of the propriety of a measure the results of which they have the means of foreseeing so much more clearly than others? I address myself, of course, only to those who recognize the principles laid down in the outset of these remarks. To those who demand low fares at the sacrifice of the proprietors of the work, I have nothing to say which would influence their opinions or silence their clamor, the continuance of which must therefore be submitted to with becoming patience. Z.

NEW HAVEN AND NORTHAMPTON RAILROAD The New Haven and Northampton Canal Co. have had it in contemplation for some time, and are now concerting measures for an increase of capital, to enable them to lay down a railroad on their towing path from New Haven to Westfield and Northampton, eighty miles, connecting with the Northampton and Greenfield, and other contemplated roads, and thus bring the travel and transportation of the populous and thriving valley of the Connecticut to New York in this country, viz. by way of New Haven, using both the canal the Reading railroad. and railroad, and tapping in its course the great Western road from Boston to Albany and Westfield, (sixty miles from here.) making it decidedly the nearest route to Albany-and should the Hartford and Danbury road ever be made, that too would be tapped at Plainville, (Bristol Basin,) twenty-seven miles from here.

The whole length being already graded, with Many persons now express their surprise, that

some twelve or fourteen miles shorter to Westfield, and considerably shorter to Northampton,) cannot be supported. This may be true to a ments, with the advantage of a first rate canal alongside of it for the transportation of heavy freight, and will connect about three hundred miles of railroad with New York, with the unusual advantage of water communication for bring them to a grade of 50 feet to the mile, would of population and business. As the population heavy freight alongside of it for the whole disease require about 2000 cubic yards of earth to be of the eastern province was larger than the west-

prevented the proprietors of the canal company making application to the General Assembly at its last session, for the permission to lay down their intended road, nor did they intend to agitate the matter till they were ready to commence work—but we are happy to learn that all their arrangements will probably be commended. pleted before the meeting of the next Legislature, when it will be found that for about seven hundred and fifty thousand dollars, the company will have a first rate railroad of eighty miles in extent, and a canal of the same extent now in full and successful operation .- New Ha-

We copy the above from the New Haven Courier, for the purpose of showing that those concerned are making use of suggestions contained in the Railroad Journal five years ago. In the number for June, 1840, will be found a communication from the pen of one of the engineers of that canal, giving in detail the estimates of the cost of converting the canal into a railroad. The above notice speaks of the "advantage of having a canal for the transportation of heavy the attention of the New Haven Courier to an article in the Railroad Journal for 19th June last, which gives a good idea of the relative advantage of railways and canals for heavy freight, as exemplified by the best lines for that purpose in this country, viz.: the Schuylkill canal and

We copy below the estimates referred to, as published in this journal in June, 1840.

"It now remains to show the practicability at a note and small expense, of making a railroad on the site of the canal. First, then, drain it effectually, by running ditches along the sides just at the foot of the inner slopes. Let the outer slopes of these ditches having reached Northampton, the valley of the Conceptionations of the inner slopes of the canal— The whole length being already graded, with the exception of some slight additions about the let the ditches be, say four feet wide at top, and one locks, having one entire level of twenty six deep. The slopes of the canal are I foot perpendimiles, with the advantage of a canal to transport cular, to 1½ horizontal; preserving the same slopes all the materials for the superstructure, it has for the ditches, their bottom width would be one foot. been ascertained that the whole can be done with the heaviest T rail, for about seven thousand dollars per mile—say \$560,000 for eighty miles!

Many nersons now according to the discharge from the discha Many persons now express their surprise, that to raise this space six inches, which would leave a the canal company, or the New Haven people, dry solid roadway, one foot six inches, above the botdid not avail themselves of the already graded tom of the ditches, ready to receive the superstruc-banks of the canal to connect by railroad the upper valley of the river, and Albany and Westfield, with New Haven, as soon as the Boston
people located their great road to Albany through
Springfield, Westfield, &c.

It will be said, that there being one rome already made at great expense, another, (although
would require to be levelled down to form the roadway. When a number of locks occur together, it would probably be necessary to change the location for a short distance: there may be some five or six instances where this would require to be done; in certain extent at the present time—competition all other cases the elevation could be overcome with-will produce low fares, which will benefit the people; and then it will be tested which road fing expense; where they occur singly, which is frequently the case, the elevation would be overcome people; and then it will be tested which road can best afford to carry for low fare, the one that costs only seven hundred and fifty thousand ty feet to the mile. Wherever they are 1056 feet long, on an inclination of fifty thousand the costs only seven hundred and fifty thousand the costs only seven hundred and fifty thousand the costs of t for instance, there are six locks; the elevation over-come is, I think, 36 feet, and the distance from the lower to the upper one, is half a mile, which brought to a plane, gives an inclination of 72 feet per mile.

The high price of iron, and other causes, moved, in cutting and filling which, at 10 cents per yard, gives \$200. But I will suppose the obstacle presented by each lock to cost in its removal \$1000. The whole number of locks is about 60. We have then the sum of \$60,000 for this item. I will state in this place that there is one level on the canal 28 miles long. The ditches give for the 80 miles, 78,-160 cubic yards of earth, at six cents per yard, gives \$4,689 60. Levelling down the towing path at certain places, I will estimate at \$500 per mile. The superstructure for a single track may be safely estimated at \$5000 per mile.

"RECAPITULATION.

.\$60,000 00 Planes at 60 locks.... 

......\$504,689 60

it graded for the express purpose, would cost \$15,000 per mile. It is true there are many short curves in the canal, but it need only be borne in mind, that these curves will occur on level grade, and the difficulty vanishes. I think there are few of less radius than 400 feet curves, which are frequently to be found on railroads combined with steep grades. On a railfreight, alongside the railroad." We would call road in Pennsylvania there are curves of 240 feet the attention of the New Haven Courier to an radius. Some of you may apprehend danger to such an enterprize, from the competition of other roads, either built or contemplated; but allow me to present you with this view of the case. The Hartford and New Haven railroad was estimated to cost about \$800,000. It has probably cost fully that sum. Suppose it extended to Springfield, or even to Northampton, at the rate of \$15,000 for a single track a low estimate, and we have the sum of \$1,460,000 as the cost of a railroad from New Haven to Northampton, by the way of Hartford, or an average sum per mile of \$18,250, besides having the disadvantage of not being a continuous line. It is true the Hart-ford and New Haven railroad is graded for a double

necticut is before you to invite your enterprize.

"The estimate of cost which I have made is necessarily quite a rough one, but I am satisfied it cannot vary much from the truth. Locomotive power, have been excluded, as being in this communication unnecessary

"I will here add, that the aqueducts, which might be used as viaducts, and culverts, on the canal, are of the most permanent and substantial kind.

"If this communication shall be so fortunate as to awaken inquiry on the subject, I shall feel that it has not been made in vain; for I am satisfied that the project needs but be fairly investigated to be carried

# OGDENSBURGII AND LAKE CHAMPLAIN.

The trade of the West-exhibiting the merits of the proposed route from Boston, across lake Champlain to Ogdensburgh.

Opposite the termination of this railroad, at Ogdensburg, west of the St. Lawrence, spreads out the rich province of Canada West. With a out the rich province of Canada West. soil unsurpassed in richness by the same extent of territory in America, with a population rapidly increasing in numbers and improving in character, with a healthy climate and a stable governdollars, or the one that has cost, or will cost when completed, one or two millions of dollars! same, ease. By adopting such grades as those on the and even with this cost, thirty-six miles of it still in flat rail. The New Haven and Northampton road will be perfect in all its appoint
ampton road will be perfect in all its appoint
for interpret they nerve mey are 1000 feet appoint ment, this province bids fair in a few years to be one of the best agricultural districts of the whole British empire. Ten years ago it constitution of the Western railroad—79.9 feet whole British empire. Ten years ago it constitution of the canal need be departed from a population of 320,000. The total amount of property at that time was \$187,000, for interpret there are six locks: the elevation over-000, and the annual products were over \$60,000-000. The value of goods imported into both provinces in 1836, was over \$13,000,000. Since

tained a proportionate amount of the imports, the balance being forwarded west by the St. Lawrence and the canals. There must have been at least \$5,000,000 worth of British and may be so located as to be very direct, and Irish produce and manufactures and foreign and

No one communication from the basin of the St. Lawrence to the Atlantic can command the

whole of this trade.

[For the American Railroad Journal.] RAILROAD ROUTE FROM NEW YORK TO THE

to the best railroad line from New York to Northern railroad from Ogdensburg to lake property over a level and convenient railthe western lakes. From the varied expla. Champlain, who have lately visited Boston, way, through a densely populous region, nations, it would scarcely be inferred that and addressed a letter to the Hon. Abbott that are set forth as the leading reason to 325 miles of the distance is now occupied Lawrence, commending their project, and invite capitalists to invest money in the conby a railway. The distance from New York tendering it to the people of Boston, as the struction of a railway through a wilderness to Buffalo, by the Central railway line from most favorable route between that city and at the north, or winding among and over Albany west, is 475 miles. From New York the western country, because "the New York mountains at the south. to lake Erie, by the Erie railroad route, is at roads located along the line of our canal are least 480 miles. How many persons in the compelled to pay tolls of the canal upon all work should be, that is, free to do all that city of New York are aware of the fact, that freight passing over them, equal to 35 cents can be done over it, without being clogged it is actually as far by the Erie railroad to for each barrel of flour, and on the average and tasked with tolls; let there be a good Dunkirk, as it is by the way of Albany to \$5 per ton for merchandize." Buffalo? It has been the experience of the writer to find very few who were correctly is, that the route along the canal is the most and Oswego; and New-York will then have advised. They are still less aware of other favorable by nature, and the one upon which an opportunity of testing the value of railequally stubborn facts that have an impor- capitalists invest their money, but there are ways; and there will be an outlet from lake tant bearing.

the capacity of the railway. Of two routes which they otherwise would have difficulty between the same points, that which is the in sharing. How long will these tolls be outlived, to contribute largely to one line most level, and has the least curvature, has continued against the good sense of an in- and to impose burdens on another. Yet this by so far the advantage in capacity and in telligent people? They were imposed by ri- has been practically done in our state. Three economy of management. This is the com- val interests-by those living upon unfavora- millions of dollars are given to the Eric railmon-sense practical way of looking at im. ble routes, with the view to be able to say, road company, to enable them to build a provements of this character. So long as what this committee have now said, that road some portion of the way within sixty the laws of gravitation remain, the fact is while they are continued, they add to the cost miles of the Central route, and the broadest fixed, that railroads with severe grades, and of transportation almost as much as the powers are granted as to carrying freight, sharp curves, can never successfully com. grades and curves upon these prospective &c., while, on the Central route, the transpete with those of comparatively level face, competing routes. and of straight lines.

is diminished, or increased, in ascending sale, and are as narrow, illiberal and unjust the money expended, in aid of any route, have found, to be sure, that we can ascend lize the fertility of the soil in Ontario, Li-sighted policy of curbing and restraining angrades of 84 feet to the mile, by using an vingston and Monroe, with that of Delaware other line, is not worthy of an intelligent engine of enormous weight; but we have and Sullivan, or Franklin and Clinton, by not yet found an economical iron structure, imposing such tax upon the surplus producthat will endure the pressure of this great tions of the former as would bring them weight. These grades can only be ascend- down to a level with the last named counties. ed by such a machine as is practically un- They will be swept away when they come fitted to a level road. To endure the weight to be examined, as other like burdens have of the engine will require so rigid and strong been before. a structure, as to add greatly to the cost of construction. Already, upon the western zeal to enlist the aid of Boston in their plans, railroad in Massachusetts, many of the bars thus disposes of two other railroad routes: are failing in consequence solely of the great "The New York and Erie road will be 580 in relation to the superior advantages of a

come the grades.

The railway from New York to Albany with slight grades. From Albany to Buffacolonial merchandize sent to Canada West thro' the St. Lawrence and the Canada canals in the year 1836, and the amount has probably doubled since that time. to relay it with an improved rail bar, when it will exceed any road in this country by Springfield, at less cost than from Buffalo to reason of its level and direct line.

One very interesting objection is made to the Central line." it by a committee composed of members of Very much has been written and said as our legislature and commissioners of the York legislature upon the transportation of

Grades and curves measure the value and make others hope to participate in a business as any other.

These tolls must be taken off; they are a and tolls are imposed in the winter. There are well established rules to show burden upon the consumer; they go to enthe ratio in which the power of the engine hance the price of property at the place of on stating the fact. The favors granted, or grades of greater or less inclination. We as if the legislature should attempt to equal is by no means objected to; but the short-

The address of this committee, in their

ern at that time, it is fair to suppose that she re- weight of the motive power required to over- (probably 480 was intended,) miles in length and from its high grades and curvatures, can never compete with our northern route."

> "When the Harlem railroad shall be extended to Albany, as it will be within two not: freight could pass on a railway from the same point, considering the tolls paid by

> Thus, it is the tolls imposed by the New-

Let the Central railway be what such a road from New-York to Albany, and a short In plain language, this means, as the fact connection established between Syracuse tolls upon this line, which clogs it, so as to Ontario that will be found quite as available

> It is a policy which we shall soon have portation of freight is prohibited in summer

The impropriety of this will be apparent people. Let each one stand upon its own merits. Give the railways and the canal a fair opportunity, without attempting to monopolize business by legislative action for either. A proper competition, checked by physical laws, which are the only rational restraints, among intelligent men, would enure to the proper developement of the western country, to the great advantage of the city, and to the benefit of our state.

We concur fully with "W." in his views

over the Central route. We consider it, though our acquaintance with them is exilliberal, and unjust policy, alike oppressive opinion of the people, or of the business men, to the business community and to those who of a city or village where we have not a perhave invested their capital at their own risk, sonal acquaintance, from their newspapers; but for the public convenience, in the line and in this case, from the "Chronicle & light that we do the levying a direct tax, by by, we only see the weekly sheet, which is the state of New Jersey, upon travellers who one of the largest and best filled sheets repass by railroad between this city and Phila- ceived by us from the south; and, therefore, those who pass between Baltimore and healthy localities, if we recollect correctly, Washington; and as all now look upon the in the south, and with such resources for obformer course of this state, when, in 1817 taining cheaply building materials, proeach passenger who passed between Albany for Augusta, at no distant day, an elevated and N. York hy steamboat, to aid in construct position amongst the manufacturing towns in ting the Erie canal l as oppressive, unjust, this country-but more especially in the reand undignified; and which ought, there- gion south of Mason & Dixon's line-and we venient channel, unrestricted by rival works, engaged in this, for Georgia, important work, or by unwise state policy.

[For the American Railroad Journal.]

AUGUSTA, GA., June 24, 1845.

I presume the editor of the Railroad Journal has, ere this, heard of the great enterprize we have on hand, in an attempt to make our city a southern Lowell.

We have commenced and are rapidly executing a canal for manufacturing purposes. It will be nine miles in length, including rather more than two miles in the city. The bottom is 20 feet wide, and the depth 5 feet at the upper end, -slopes 2 to 1. The nature of the ground in the city gives us three falls of about 13 feet each .-The Savannah, from which the water is taken, is, at the lowest water 500 feet wide, and averages 2 feet deep, so that we may safely calcu-

late on an unfailing supply.

Our river is navigable above the falls about 100 miles, and the extension of our railroad to the state road will give us the control of an immense trade with the interior. By these means we have the raw material, provisions, fuel, and building materials at the cheapest rate at our doors. The river, and the railroad to Charleston afford easy means of communication with the seaboard; and, altogether, our local advantages are such as to present the greatest attraction to men of skill and enterprize south of Lowell. I trust these will be duly appreciated by our northern friends, and that their capital and skill will contribute to develope our great re-GEORGIA.

as well as in relation to the impolicy-more the information. We have long entertained than that, the injustice—of charging canal a favorable opinion of the enterprize and tolls upon freight carried on the railroads public spirit of the citizens of Augusta, Ga., and have often spoken of it as, a narrow, ceedingly limited. We usually form our of railroad from the Hudson river to lake Sentinel," which we perceive is published We look upon it much in the same daily, tri-weekly, and weekly, though, by-thedelphia; and by the state of Maryland upon with such a water power, in one of the most and 1818, it levied a tax of one dollar upon visions, and the raw material, we anticipate fore, to be abandoned, as it surely will soon predict that it will ultimately become largely in this town, and other towns on the route be, that business and travellers may be at interested in the manufacture of cotton and liberty to seek the natural and the most con- other articles. We have only to say to those develope your power with your own means and enterprize, then invite capitalists, experienced in manufacturing, to join you in its use and advantages; but by all means, avail yourselves of the opportunity which it offers to participate in the benefits arising from working up, as well as in producing, and dealing in, the raw material. We heartily wish those It is the first thing of importance that has interested early and ample success, towards which we shall be always happy, if in our power, to contribute.

(For the American Railroad Journal.)

A Novelty .- We observed a few days since, below Manayunk tunnel, on the Philadelphia and Reading railroad, an iron bridge constructed by the company, at their shop at Pottstown, on the Howe Truss principle, of superior workmanship and finish. The span of the bridge is 34 feet; the cords are made of wrought iron, having a centre truss. The weight of the main truss is three tons, and the whole weight of the bridge, including every thing, 9 tons 1 cwt. The cost of this bridge is about \$1600, and it is the first iron bridge that has ever been put up in this

The above is from the Anthracite (Pottsville, Pa.) Gazette. The writer is mistaken in supposing that the bridge referred to is the "first iron bridge that has ever been put up in this country." The Erie canal, at Utica and Rome, is now spanned by two or three iron bridges, built some four or five years since, by Mr. S. Whip-Tonawanda railroad company. ple, civil engineer, of Utica. They are conand wrought iron combined, and of a form to We were not aware of the contemplated give, as the writer of this believes, much greater is one to connect Bristol with South Wales, by improvement above referred to, and are strength, according to the quantity of iron used, means of a tunnel under the Severn!

level route and straight lines for railroads, therefore the more obliged to the writer for than the Reading bridge. These bridges have a space of 80 feet in the clear, are designed for highway bridges, and cost from 1500 to 1600

> We shall be much obliged to "J." or to Mr. Whipple, the builder, for a particular description, accompanied by drawings, of the bridges referred to at Utica and Rome. If we receive them, we will make them and the builder also better known, at least to the railroad community.

> INTERNAL IMPROVEMENT .- Portsmouth. Exeter and Manchester Railroad .- A petition will be presented to the General Court of New Hampshire, at the June session, for an act to incorporate a company, with power to construct a "railroad from Portsmouth to either or both the above named places, and to form a junction with, or to cross the Boston and Maine railroad, at any point in the towns of Durham, Newmarket or Exeter, as shall seem to the petitioners most likely to promote the prosperity of Porstmouth, of the towns above mentioned, and of the State at laage."

> The petition is now receiving signatures will also petition. Such a road would bring Concord and Manchester twenty-two miles nearer the seaboard at Portsmouth than at Boston. As the good effects of such a road on the business and prosperity of this section, have been ably and fully set forth in a pamphlet by "A Citizen," we will not go into any detail of the matter here. The road is of more consequence to this town than any that has been constructed in our neigh-

> The above is a very noticeable project. appeared for a long time, in the shape of an actual developement of New Hampshire within herself. The map shows at once, the

borhood. - Portsmouth Journal.

topographical propriety of the undertaking. -Business relations may at present, and for a long time to come, direct the transportation of goods from the valley of the Merrimack to Boston, and so, in return. But the interior of New Hampshire will eventually seek the shortest outlet to the sea.

DIVIDENDS.

The directors of the Boston and Worcester railroad have declared a dividend of 4 per cent. on the capital stock of the corporation from the profits of the six months ending on the 31st of May last, payable on the 1st of July. The receipts of income during the 6 months, with a reserve of \$13,162 from the previous dividend, amounted to \$236,203, and expenses to \$107,982, leaving a net income of \$127,221.

The Boston and Providence railroad company have declared a dividend of three and a half dollars per share, payable 1st of July at the Phœnix bank, New York.

The directors of the South Carolina railroad have structed like the Reading railroad bridge, of cast declared a dividend of \$2 25 per share for the last six months.

PROPOSED TUNNEL THROUGH LONDON .-It is said Mr. Stephenson has suggested the metals from their ores since the year 1839, construction of a tunnel from Hyde-park. the paper describes the author's method of corner to Mile-end, for the purpose of easing the great leading thoroughfares of their present throng of passengers. From this trunk line communication would be had with the streets above by means of spiral staircases, under cover, at regular distances, and branch ted on (which, if a sulphate, should be pretunnels would lead off to the various suburbs north of the Thames, Regent's-park, High- gether with a little lime or other flux for the gate, Hampstead, Tottenham, &c.; in these tunnels railway omnibuses would run, and a journey from one end of London to the crucible furnace; a battery of zinc and copother might be accomplished in half an per is prepared with five pair of plates, excihour or forty minutes, while the streets above would be considerably cleared, and much of the present confusion prevented. the end of which is inserted in the furnace, Such a proposal may at first to many persons appear absurd, but the plan is undoubtedly practicable, and though enormously expensive, the nature of the soil (London clay) is favourable, and the great traffic which would arise would probably pay a moderate thus, the electricity passes down through the interest.

Institution of Civil Engineers, May 20th, 1845-Sir John Rennie, (President,) in the chair .- Mr. P. Barlow presented, as an appendix to his paper on the atmospheric system, the results of a series of experiments upon the force employed in drawing carriages up an inclined plane of 1 in 43 by a stationary engine and rope traction upon the Canterbury and Whitstable Railway. From threads of any diameter, of great suppleness, these experiments it appeared that the stationary engine of 25-horse power, with a rope, would produce an useful mechanical effect, equal to the engine of 100-horse power on the Dalkey Atmospheric Railwaythus proving by direct facts the deduction of Mr. Stephenson as to the amount of lost power by the latter system. These statements were ordered to be printed with Mr.

operating, for which purpose he uses a blacklead crucible, lined inside, within an inch or two of the bottom, with a coating of fire-clay. which is allowed to dry, and a second and third coat superadded; the ore to be operaviously roasted) is put into the crucible, topurpose of giving it fluidity. The crucible, with its contents, is then placed in a common ted by a very dilute sulphuric acid; to the zinc of this battery is attached an iron rod, and caused to touch the outside of the crucible; another rod, either of iron or copper, is used, having at one extremity a disc of iron or coke, which is made to rest on the surface of the fused mass in the crucible—thus, the electricity passes down through the whole fluid mass in the crucible, and in the course of an hour the metal is separated from the ore, and deposited at the bottom.—Mining Journal.

Imade from common and double refined B. O. iron; the latter a very superior article. The tires are superi ning Journal.

ZINC THREAD.—The Moniteur Industriel announces that an important discovery in the manufacture of zinc thread has been effected by M. Boucher, who, after many essays, has at length been able to produce zinc and presenting all the qualities of an excellent metal thread. In all cases where a great tension is not required, this thread can be substituted with advantage for that of iron, brass, or copper. Its applications at present are very important, and increase daily. is used for culinary purposes; there are metallic threads, threads for plants, clasps, points for soft wood, cords for bleaching yards, &c. Barlow's paper.

APPLICATION OF ELECTRICITY IN THE MANUFACTURE OF METALS.—At the Society of Arts, on 14th May, Mr. Whishaw (secretary) read a paper by Mr. Napier, "On Separating Metals from their Ores by Means of Electricity." After giving an account of the progress made in the application of shortly test its merits.

for soft wood, cords for bleaching yards, &c. The price of zinc has doubled during the last few years, but, notwithstanding, M. Bou. HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jandoubt that this is an important invention, and we are satisfied that a large demand will of the progress made in the application of shortly test its merits.

electricity for the purpose of manufacturing | PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranttry, the mandacturers have no nestation in warrier, ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron;

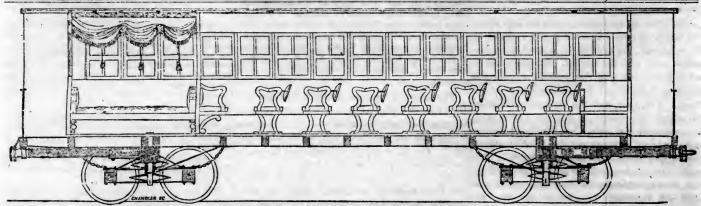
ja45 N. E. cor. 12th and Market sts., Philad., Pa.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universely use in the United States (as well almost universal use in the United States (as well as England, where the subscriber obtained a patent)

are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

# NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Length of Road, 33 96-100 miles.

Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer. JOHN S. DARCY, Esq., President. J. P. Jackson, Esq., Secretary.

Leave New York, foot of	DAILS		SUNI	DAY.
	A. M.	. P. M	A. M.	P. M.
	9, 11, 12	2, 3, 43-4, 6, 71-2	9	4 3-4
" Elizabethtown	9, 11, 12 9, 11 9, 11	2, 3, 43-4, 6		
" Rahway" " New Brunswick	9, 11	3, 43-4		
Leave	0 710 1110	834	11 1-2	8 1-2
73 7		1 4 0-1. J 1-1		
	7, 71-2, 81-2, 101-2, 12 71-2, 81-4, 9, 11			
For New York.				

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to meet the Somerville train, and for Philadelphia.

# TABLE OF DISTANCES AND FARES.

, -	New	York.			Elizabe		4		N. Bru	
e ²		Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York Newark Elizabethtown Rahway New Brunswick	9 1-4 14 1-2 19 3-4	25 31 1-4 31 1-4	5 1-2 10 1-2	12 1-2 25	5 1-2	12 1-2	5	12 I-2	1 22 1-2	50 50 37 1-2

# FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any neretotore offered to the public. The form is such that a rotary motion is imparted to the heated air. smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing

off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs, Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona

ble terms. te terms.

** The letters in the figures refer to the article given in the Journal of June, 1844.

Boston, Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, "Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill
in manufacturing Spring Steel from 1½ to 6 inches
Sites Towns, Farms, Wild Land, etc., surveyed.
Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES.—
Col. James F. Baldwin. Civil Engineer. With great promptitude, at reasonable prices, and the Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, " " with great promptitude, at reasonable prices, and the quality warranted. Address
TOAN F. WINSLOW, Agent, 14 Worcester railroad.

JOAN F. WINSLOW, Agent, 1543 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse "

1 Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH.
Founders and Machinists,

Alexandria, D. C. May 12tf

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the vered in the United States.

DAVIS, BROOKS & CO.,

21 Broad st., N. York. above, or to contract therefor, at a fixed price, deli-

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, ja45 Reading, Pa

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Wro't Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descriptions. ja451v

TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A M.	P. M.	MILES.	P.
Boston	Portland	Eastern,	Daily,	71,	21,	106	\$3 (
"	Portsmouth	"		.   71,	21, 41,	54	. 2
"	Newburyport			.   71	21, 41,	35	1
	Salem	"		. 71, 9, 111,	21, 31, 41, 6,	14	
"	Portland		"	.  7±	21	109	3
ortland	Boston			. 71,		109	3
oston	Lowell			. [7, 11, ]	2, 5,	- 26	
well	Boston				$2, 4\frac{1}{4}, 5\frac{1}{4}, \ldots$	26	
oston	Concord		"		31,	76-	2
ncord	Boston					76	2
ston	Nashua			7, 11,		41	
shua	Boston			61,	14, 5,	41	1 :-
ston			"	7, 9,	21,	44	1
orcester	Boston	" "	"	7, 10,	6,	. 44	1
"	"	" "	Sundays,	7,			
ston	Worcester	" "			2,		
ston	New York via Norwich	" "	Mon., Wed. & Fri.	7,	4,	•••••	
"	" " L. Island railroad		Tues., Thur. & Sat.	, 7,		••••	
"	" New Haven		Daily,	9,	21,		1 :
	Albany	Western,		9,	21,	200	6
any	Boston.			81,		200	6
ingfield	Boston and Albany	"		7,	3,	••••	
ton	New York via New Haven				21,	****	
arlestown	West Acton	Fitchburg,	"	8,	1, 41,		
st Acton	Charlestown	B-1	(T) & C	/4, 104,	<b>3</b> ,		
ton	New York, via Steamboat trains		Tues., Thur. & Sat.	,	41,	•••••	
	11 11	Boston and Newport,	Mon., Wed. & Fri.	71	22,	41	1 :
wideres	Providence	*****		On arrival of the	4,	41	1
vidence	Boston.		*******			. 41	1
unton w Bedford	Boston	*****		9,		•••••	1
	Dedham	" "		71,		••••	1
ton	Poster	" "			3, 61,	••••	1 .
lham	Boston	Tone Island	"	7, 10,		95	1 :
w York	Greenport			11,		95 26	2
oklyn				91,		95	0
	Ciccupoit		Tues., Thur. & Sat.,	34,		26	2
	Hicksville, (Saturd'y to Suffolk)	"	Daily,			95	2
enport	Brooklyn, (Boston train)		Mon., Wed. & Fri.,		1,	95	2
ksville	" (accommodation do.).			7	11	26	-
w York	" & intermediate places. Albany & Boston via N. Haven	*****	Daily,	7,		20	
W I OIR	Middletown	Steamer, New York and Erie,		61,		53	5
ddletown	New York.			8, 3,	2,	53	
ladelphia	Pottsville			9,	38,	94	3
tsville	Philadelphia	Reading,		9,	•••••	94	
w York	Newark	******	"	9, 11, 12,	2 42 6 61		3
wark	New York.	N. J. railroad and trans. co.		71, 81, 9, 11,	6, 3, 41, 0, /1,	9‡	
Walk	" I OIR.	[9 A. M. and 3 P. M., con		11, 01, 3, 11,	11, 2, 02, 7, 91,	91	
w York	Newark.	nect with Morris Railroad.]		9,	94,	91	
W I OIL		[9 A. M. and 41 P. M., trains connect with Somerville Rail		9, 11,	2, 31, 41, 6,	141	
en bethtown	New York.	connect with Somerville Rule	Dany,	7, 71, 81, 101, 12,		141	1
w York		N. J. railroad and trans. co.		9, 11,	3, 41, 6,	191	
wav	New York.	" " " " " " " " " " " " " " " " " " "			14, 91,	191	
w York	New Brunswick	66 66		9	3. 41.	311	
	New York.			6, 71, 111, 8	34,	311	
11	(1				1	311	
w York	New Brunswick.		" " ····	9,		311	
ladelphia	New York	Camden and Amboy,	Daily,	la'	***************************************	91	3
v York	Philadelphia	Camen and Amory,	Daily,	54		91	3
ladelphia	Bristol.	Philadelphia and Trenton,	46			30	
stol	Philadelphia.	û u	66	4		30	
ladelphia	Baltimore	Philad. Wil. and Baltimore,	66	8,4		93	
		" " " "		9		93	
	Washington	Baltimore and Washington,		9, 5		41	2
	Baltimore	" " " "	- 46	6, 5		41	2
imore	Cumberland and inter. places	Baltimore and Ohio,	"	71			1
"	Frederick "	Bardinore and Onio,	"	4			::
nberland	Baltimore		66	8			
cock	"	"	"	104.		•••••	
tinsburg	4.6	"		111.		••••	
per's Ferry.	11	"	**	1			
ferick	66	66 66	44	2			
44	66	66 16	Sundays,				
cott's Mills.	46	£6 66	Daily,	71, 12, 4			
mond	Petersburg.	Richmond and Petersburg,	Dany,	101			
	Richmond	richmond and receisburg,	66	51,			
ny.	Schenectady	Mohawk and Hudson,	"		1		
	Albany			9,	1		
	Saratoga	66 66		171			
	Albany		"	7,	21. 5.		
	Saratoga	Troy and Saratoga,	"	3	1		• • •
	Troy.	Troy and Saratoga,	"	71			• • •
	Rochester.	Auburn and Rochester,		81,		•••••	• • •
	Auburn	Auburn and Rochester,	46	8,		••••	• • •
"	Buffalo	Rochester and Buffalo,	"	3		*****	• • •
falo	Rochester.	Rochester and Bunalo,	44	3		•••••	
	Falls.	Buffalo and Falls,				•••••	•••
	Buffalo.	Bullato and Falls,	*******			•••••	• • •
9					E		
	Albany	Albany and Buffalo	66	81,			

# ERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



# ESTABLISHED 1831.



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THURSDAY, JULY 10, 1845.

[WHOLE No. 471, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stock-

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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal
is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fulty accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run, the whole distance such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

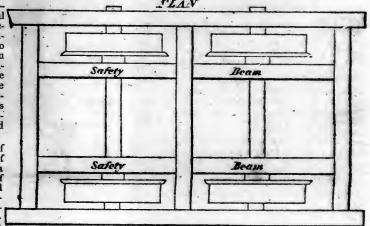
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

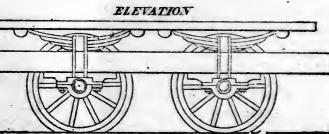
and lives in railroad travelling, and should be used on all railroads in the country.

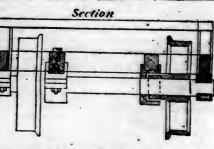
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







TO IRON MANUFACTURERS. THE SUB-scribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United by

A. & G. RALSTON

A. & G. RALSTON

Improvements in the construction of rails, mode n States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.
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TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

## PASCAL IRON WORKS.

# WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 ths. per square inch, with Stop Corks, 7s. Le, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale b MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Wainut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.-SITES in the immediate neighborhood of Bituminous Coal and Iron Orc, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more deadly at the works, and taken together. more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Edward of the property of the pr Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer, VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and cast of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide,

two stories high. A machine shop, 47x/3 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.
Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry

Foundry, at end of main brick building, 60x451 feet two stories high, with a shed part 451x20 feet containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc.

200 feet long by 20 wide.

Locomotive shop, adjoining main building, front-ing on Parker street, 54x25 feet. Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thercon standing:

Boiler house 50 fect long by 30 feet wide, two sto-

ries.
Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
[Additional content of the conten

4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, L Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought from work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale all orders.

The works being on an extensive scale, all orders will be executed with promptness and despatch Communications addressed to Mr. William H Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, AN

guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

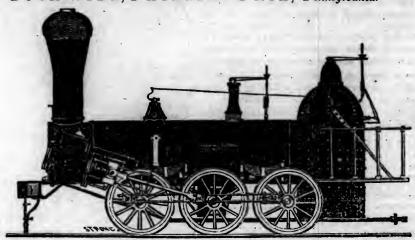
W. Mc. C. CUSHMAN, Civil Engineer,

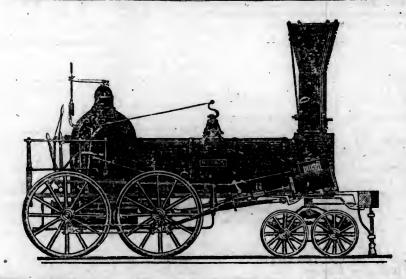
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

# NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

15 inches Diameter of Cylinder, × 20 inches Stroke. Class 66 14 × 24 66  $\times$  20 16 144 66 " 121 66 11 66 11  $\times$  20 66 33 46 23 × 20 23 66 -66 11: 65 101 46 66 " 6,  $\times$  18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PENNSYLVANIA MAIN LINE.

We copy the following from the Philadelphia Enquirer-not receiving the Harview of this important line of communication through Pennsylvania. The accompanying table shows the receipts, expenditures, and net revenue for the past ten years. Total receipts, \$8,433,107 04; expenditures, \$5,935,909 20; net revenue, \$2,497,. 197 84. In 1840, the year which gave the as well as Philadelphia, to the western states, [Philad. Enquirer.] largest receipts, \$1,007,885 07, the line fell is received upon the Main Line, from the in debt \$77,798 37! This must have been Susquehanna and Tide Water canal and the the year, we imagine, when the managers made the most money. There has been a Pittsburg. From Columbia, the line passes regular and large increase of net revenue up the valley of the Susquehanna through for the last three years; and we hope to be the county of Dauphin, connecting with the able to announce. at the close of the current year, a still greater increase. The tributaries and sources of business of this line are such that it must ultimately pay a large income to the state, if it is properly managed. Then let the state come fairly up to the mark, and pay the interest when due, and thus retrieve its honor, regain its lost reputation-not only in paying its debts, but also in appointing honest men to manage its

line until 1835.

The first cost of the whole

line.....\$14,361,320 32 The expenditures over re-

ceipts, prior to 1835.... 222,496 06

Cost prior to completion.. \$14,583,816 38

Annual int. on cost, 5 pr. ct. \$729,191 00 and between the counties of Armstrong, But- pay for it. No other canal or railway can that the net revenue since 1835 has been county of Allegheny to the city of Pitts. and the state has no right to resume the \$2,249,197, and he proceeds to state:

risburgh Argus—as giving an interesting lated counties of Delaware, Chester, and nal to market. Lancaster, to the river Susquehanna, con-York and Wrightsville railway, and is carried through Pennsylvania 311 miles to Union canal at Middletown, and the Cumberland valley railway and the Harrisburg and Lancaster railway at Harrisburg. At Middletown it receives the coal of the Swatara mining district, one of the richest in the state, from the Union canal; and at Harrishurg, the rich products of the great Cumberland valley are shipped to market.

" Passing up the Susquehanna to the mouth of the Juniata river, twelve miles above Harrisburg and forty-three north-west from Columbia, it connects with the Susquehanna The Main Line of our State Works.—The in addition to the agricultural productions ments: Harrisburg Argus, in giving a history of our of northern Pennsylvania, it receives the 1. Fi state works, says that the Main Line ex. tonnage of the great Wyoming, Shamokin, tends from the city of Philadelphia, on the and Lykens valley authracite, and West Wilkesbarre to Pittston, (including the naviriver Delaware, to the city of Pittsburg, on the Ohio. The whole line is 395.69 miles in length, of which 118.19 miles are rail. way, and 2774 miles are canal. It consists masses of white pine lumber from the sources of a railway 81.6 miles long from the Dela. of North and West Branches of the Susque- on which has been expended \$1,126,265 19. ware to the Susquehanna river: a canal up hanna; and the superior malleable charcoal the east bank of the Susquehanna 43 miles, iron from the valley of the Bald Eagle. to the mouth of the Juniata river, and then Here the canal leaves the Susquehanna and crossing the Susquehanna and up the valley passes up the valley of the Juniata through the Juniata 130 miles, to the base of the Allegheny mountain: a railway 36.59 miles over the Allegheny mountain: and a canal at the eastern base of the Allegheny mountain. 104.5 miles long from the west base of the tain. These counties produce large quan-Allegheny mountain to the city of Pittsburg, tities of wheat for market, and are the seat the head of steambout navigation on the of the manufacture of the celebrated Juniata Ohio. Some portions of the canal were fin. iron. Huntingdon county alone has about ished and in operation in 1830, but the rail. twenty furnaces, thirty forges and bloomways were not completed, and freight and erics. A large portion of this iron is sent line, the heavy portion of the work has been passengers were not carried over the whole west on the state works, to be converted at least half done. The estimate of the into bar and round iron at the Pittsburg roll- State Engineer makes \$215,656 08 neces-

" From Hollidaysburg, large quantities of bituminous coal are shipped eastward, on It is now supposed that \$1,000,000 econothe canal, to the cities on the seaboard, and mically expended, dispensing in some places to the iron works in the eastern and middle with the costly cut stone work, will comcounties. From thence, the Main Line ex. plete the whole work-105 miles in length. tends. west, through the county of Cambria, The editor then gives a table, which shows ler, and Westmoreland, and through the be laid in the valley of the Susquehanna; burg, on the Ohio, at the confluence of the work until 1855, when it must repay the "The line in its course through the state, Monongahela and Allegheny rivers. For the company what it cost to complete it, and 7 from east to west, passes through the cen- last 125 miles it traverses one continued per cent. interest—deducting dividends detre of population of the commonwealth, tra- bituminous coal field, filled with iron ore, clared. versing the richest agricultural districts in and most of the distance rich in agricultural From Wilkesbarre to Elmira is about 114

the United States, and connecting at differ-productions. In the valley of the Coneent points with other canals and railways maugh and Kiskeminetas, brine springs are branching to the iron and coal regions. It abundant, and vast quantities of salt are anpasses through the fertile and densely popu- nually manufactured and sent upon the ca-

Certainly an immense, a mighty worknecting with the Westchester railway in and one that is creditable in the highest de-Chester county, and the York and Wrights-gree to the enterprize of the commonwealth-ville railway, and Susquehanna and Tide Would that the debt incurred in its con-Water canal at Columbia, on the river Sus- struction could be promptly liquidated, and quehanna. At this point, nearly all the thus the people relieved of taxation, and the heavy tonnage from the city of Baltimore, state from embarrassment and obligation. -

Years.	Receipts.	Expendit'rs.	Net revenue.	Loss.
1835	<b>\$</b> 597,670 40	\$353,294 20	\$244,376 20	
1836	752,891 28	501,533 31	251,357 97	
1837	850,479 37	733,969 03	116,510 34	
1838	848,538 69	543,500 28	303,038 41	
1839	929,489 57	504,044 97	425,444 60	
1840	1,007,885 07	1,085,683 44		\$77,798 37
1611	904,387 28	605,561 15	298,326 13	
1842	753,677 45	602,604 38	151,073 07	
1843	841,092 24	559,577 38	281.514 86	
1844	948,995 69	446,141 06	502,854 63	
Total,	\$8,433,107 04	\$5,935,909 20	\$2,574,996 21 77.798 37	<b>\$77,798 37</b>
	N	et Revenue,	\$2,497,197 84	

NORTH BRANCH CANAL.
The Bradford (Penn.) Reporter says:

The North Branch Canal Company's works will extend in Pennsylvania from the mouth of Solomon's creek-four miles below Wilkesbarre, to the state line near Athenssay, 105 miles. They comprise, according canal from the north. By this tributary, to the law of 1842, and the several supple-

> 1. Fifteen miles of finished canal now in use, from Solomon's creek, four miles below

2. What is termed the Tunkhannock Line, Thirteen miles on this portion have been finished. This line extends from Pittston to Wyalusing creek, fifty-four miles and nine-

3. The Tioga Line, from the Wyalusing creek to the village of Athens, thirty five miles. Cost so far, \$1,222,011 19. Thirty sections-about twenty miles-on this line are finished; one or two of the locks complete, with the necessary buildings; and all the remainder of the line in a great state of forwardness. So, also, on the Tunkhannock sary to complete the Tioga line; and \$1,-015,599 95 to finish the Tunkhannock line.

This will be all the company will have to

which, as we have seen, no transhipment pany towards the Danbury road: and assur-will be requisite. This unfinished North ed the convention that efficient aid would be Resolved, That as this pany fertile region of western New York with the road. three great commercial cities of the Union miles. Between the same places, by way to New York. of the Erie canal, the route now pursued, it to Philadelphia by this route as they now are tee, viz: to New York through the existing improvements.

NEW YORK, DANBURY AND HARTFORD RAILROAD.

A convention of citizens, favorable to the above work was held at Hartford, on 25th June last, of which Philip Ripley, of Hartford, was chosen president, J. L. M. be empowered to fill any vacancies that may Scovill, of Waterbury, and Tracy Peck, occur in their number. of Bristol, vice presidents, John Hooker, of Farmington, and S. J. Loomis, of Woodbury, secretaries.

A committee was appointed by the delegates of each town, from their number, to state to the convention such information as have communicated numerous facts in relato a railroad if constructed.

The following gentlemen were appointed a business committee, viz:

Thomas C. Perkins, of Hartford; Egbert Cowles, of Farmington; Milo Hoadley, of Plymouth.

The meeting was adjourned to 2 P. M. AFTERNOON.

other things, that they would recommend vantages to be derived from improved facili. The work of making a railroad from Spring. that the convention appoint an executive ties of intercommunication. committee of seven, whose duty it shall be, in conjunction with a committee of the corraise the funds necessary to procure a sursuch a preliminary survey to be made: to lages, there is every reason to believe that the road, on the supposition that by benefit-procure books to be opened for subscription the way-travel will form a very essential part ing Alton it would injure St. Louis. There to the stock, and to cause the company to be of its profits. organized, with power to make all the arrangements necessary to carry into effect of profit now existing, the building of the Alton that is mutually advantageous to both the object of their appointment, which report road will, by enabling the manufacturers to places, and the Alton trade would be still was accepted.

Reports were then received from the delegates of the several towns, as to the amount of new factories and the multiplication of If a good railroad were made from Springof business of their respective towns, capa-business in the vicinity of the line through field to Alton, it would bring all the country bilities for increase of business, etc.

Mr. Anderson, of New York city, being

miles; this distance, added to those of the the president, and made some interesting Danbury, will open to the city of New York Lehigh improvements and Morris canal, statements with regard to the Harlem rail- a direct and desirable communication with makes 335 miles from Elmira to New York road company: its present condition and other roads in the New England States and city, with a short portage on the way, upon prospects, and the favorable view of the com- towards Canada, and complete a vast extent Branch canal is the only link wanting to furnished toward the road by New York cal unite to such an unusual extent the advan. connect northern Pennsylvania and all the pitalists, who are interested in the Harlem tages both of way and long travel and freight,

-Philadelphia, New York, and Baltimore! York and Albany railroad company, recom-strongest guaranty of a productive investment From Elmira to New York city by this mending the facilities offered by their char- to stockholders. route, the distance, as before stated, is 335 ter, for a continuation of the Hartford road

James Goodwin, Hartford. E. G. Howe, Wm. L. Cowles, Farmington. George W. Bartholomew, Bristol. R. H. Hotchkiss, Woodbury. J. L. M. Scovill, Waterbury. Edgar S. Tweedy, Danbury.

Resolved, That the executive committee

The following resolutions were then rewere unanimously adopted, viz:

Whereas, the delegates to this convention therefore

Resolved, as the sense of this meeting, based upon the facts so communicated, that we are fully satisfied that the above-named route is feasible, and that the road can be constructed at a moderate expense, and with no more than ordinary grades.

Committee on credentials reported that charter of the "New York and Hartford the following towns appeared to be repre-railroad," emanating as it did from inhabisented by delegates, viz: Hartford, Far. tants of the towns on the proposed route. mington, Berlin, Bristol, Plymouth, Water and meeting with general favor in that region, ions in relation to the rival lines, until anbury, Watertown, Middlebury and Danbury. shows that the people take a deep interest other time, not distant. The business committee reported, among in its construction, and are aware of the ad-

water communication, and no other railroad the state, with Alton, the principal town of porators named in the charter of the New connecting the range of towns which this the state on the Mississippi, and would pass York and Hartford railroad company, to road will bring together, and inasmuch as it through the richest and best improved part will pass through a rich and populous coun- of Illinois. They seem to think the invey and estimates for the route, to cause try, and through thriving manufacturing vil- fluence of St. Louis would operate against

which the road shall pass.

Resolved, That as this proposed road will and is also essentially protected from com. A communication was read from the New petition by water transportation, it offers the

On motion of Wm. D. Ely, Esq.,

Resolved, That the thanks of this conven-The following gentlemen were appointed tion be presented to Egbert Cowles, Esq., is 444 miles. Even the Montezuma salt an executive committee, in compliance with agent of the petitioners, for his active and villages, on the Eric canal, will be as near the recommendation of the business commit-untiring exertions in procuring the charter of the New York and Hartford railroad.

Resolved, That the president and secreta. ries cause the proceedings of this convention to be inserted in the public prints.

PHILIP RIPLEY, President.

JOHN HOOKER, Secretaries.

We find the preceding account of a railroad convention held in Hartford on the 25th, in the Courant of Saturday, 28th June. From the last resolution, considering the ported by the business committee, and after Railroad Journal-the only periodical in the full and able discussion by Messrs. Hondley, Union devoted to the cause—as one of the Atkins, Perkins, Cowles, Collins and Ripley, " public prints," we thought it probable that we should receive a communication from the gentlemen instructed to lay the proceedings they may have collected, as to the amount tion to the route of the contemplated railroad of the convention before the people—those of business their towns may probably afford from Hartford to New York, via Danbury, who are expected to furnish means to construct the work; but as they appear not to consider the Journal as a "public print"or, if admitted to belong to that respectable hrotherhood, of too little consequence to be treated with common courtesy-we republish the proceedings "upon our own hook," Resolved, That the application for the that our readers may see what those living along the line of the work think of it: reserving the expression of our views and opin-

SPRINGFIELD AND ALTON RAILROAD .field to Alton is seriously talked of again. Resolved, That inasmuch as there is no It would connect Springfield, the capital of can be no greater mistake; for St. Louis communicate with facility with the great more beneficial to St. Louis if its population commercial marts, lead to the establishment and business were greater than it now is-Resolved, That this route, connecting with constant communication with St. Louis, present at the convention, was called on by a railroad in the State of New York near and would considerably increase the profits

of the St. Louis commerce. St. Louis has an interest in the growth and prosperity of all the towns and cities on the Upper Mississippi and Missouri; so far from looking with jealousy and regret on their increase, Or, deducting the line common to both, viz: perity of the upper river towns, and expect to be benefitted thereby. A good packet steamer now passes every day both ways, between St. Louis and Alton; and if a good railroad should bring passengers or produce from the interior of Illinois to Alton, they could be readily transferred to St. Louis in two or three hours, and at very small expense. We would then say to the Illinois people, go on and finish your railroad from provenient in that borough; but these fears are most happily removed, and since the completion of that road, the business and population of Schuylkill Haven have augmented with northeast, so as to connect it with the lakes. and St. Louis will always wish it well; and whilst it will be beneficial to Alton, it will at the same time swell the commerce of this city. Every improvement on the waters above this, whether in town or country, is calculated to have a salutary effect on the trade of St. Louis; for great cities must be sustained in a great measure by the trade which they carry on with other cities and with smaller towns. New York is much be- rises 64 feet to the base of the cupola in the roof; nefitted by the existence of such places as Jersey City, Brooklyn, Hudson, Troy and with heavy pilasters and Grecian consols, sup-Albany, because she carries on with them a porting a pediment head. The cupola rises 25 feet and is ventilated by 32 Venetian latticed trade advantageous to all the parties concerned. It is a very contracted view of The roof, which is 12 feet high, forms the segbusiness that leads people to believe that one town or city must languish because others in the same region of country are prosperous. St. Louis does not entertain such the best and most convenient for the purpose for opinions. - New Era.

ERIE WITH THE OHIO.

We learn from the Cincinnati Gazette of 26th ultimo, that the Miami extension canal has been completed to its connection with world; only smaller than the Pantheon at Rome. the Wabash and Erie canal, thus opening a third canal from the lake to the Ohio, viz: from Erie to Pittsburg, from Cleveland to Portsmouth, and from Toledo to Cincinnati. These important works have been constructed, and are now in use through a region of country which, fifty years ago, had not ten kill Haven; all the coal from that rich and exthousand white inhabitants! It has now over 1,800,000!! If 10,000 people have accomplished so much - and much more - in fifty years, what will 1,800,000 accomplish in the next fifty years !!! Will some one give us an answer?

"Collector's Office, Miami Canal, June 25th, 1845.

"Arrived this morning from Toledo, which place she left on the 18th inst., the canal boat Rose of Toledo, Capt. Robert Denvir, with five passengers.

D. LAPHAM, Collector." What a line of canal navigation is opened! From Cincinnati to Toledo, and from Toledo noisance made last full. By that survey, one to La Fayette,: a distance of four hundred principal route was examined, and found to be leastly three miles! Thus are the distances given a further view of the whole country between Portadelphia; Wm. E. Coffin & Co., Boston. From Cincinnati to Toledo, and from Toledo tances given:

Cincinnati to Toledo, -Toledo to La Fayette, 226

three hundred and forty-three miles continu. ous canal navigation from Cincinnati to La-Favette, Indiana.

# SCHUYLKILL HAVEN.

Perhaps no town in this county is growing into importance with greater rapidity than Schuylkill Haven. Many judicious persons were apprehensive that the construction of the Reading railroad would stop the progress of impidity unequalled in the past history of the town. The railroad company's depot presents an aspect of unusual industry and activity. 'The improvements of the company are all substantial and ornamental. The engine house particularly attracts attention, and in its plan and style of finish does credit to the company and to the gentlemen under whose supervision it was erected. It is a circular building, 126 feet in diameter; the stone work is 16 feet high, capped with a massive cornice, from which the spherical roof immediately above the cornice, are 16 windows windows, or openings, above a projecting cornice. ment of a circle, and is crowned with a hase and sub-base from which rises the spire. interior arrangement of this building is said to be which it was employed that has ever been de-ANOTHER UNION OF THE WATERS OF LAKE and the building is capable of holding 16 or 18 engines; the tracks upon this pivot radiate from the centre to the wall, and 32 feet from the wall is a range of 8 columns, extending to the cupola. This rotunda is fourth in size in the which is 145 feet, and St. Maria del Foise, at Florence, which is 139 feet also.

The railroad company have also erected at their depot, a range of shops, in the form of an L; being in depth on two sides, 116 feet, with a width of 50 feet on both ends of the L.

The Mine Hill and Schuylkill Haven railroad connects with the Reading road at Schuyltensive portion of the region known as the West Branch, is carried over this road; its business has already reached 10,163 tons per week. and as the company are now extending their laterals and branches in all directions, the trade over this road must greatly increase. The extension of five miles to the Swatara region, will open a vast field; the product of which alone will greatly augment the business of this road. All the coal carried over the Mine Hill road is shipped for he Philadelphia and eastern markets by the canal or railroad, from Schuylkill Haven.

of the curporators of the Atlantic and St. Lawing them July equal to the best spikes in market, rence railroad company, Mr.-Hall has recently both as to quality and appearance. All orders addressed to the subscriber at the works, will be prompted to the promised continuation of the recontrol of noisance made last full. By that survey, one

land and the Canadian frontier, and has indicated two or three other general lines, by which a railroad communication may be effected, under very favorable conditions.

The progress of these surveys tends to the rection of the whole work. They will unperfection of the whole work. its citizens will always rejoice in the pros. from the Junction to Toledo, and it leaves doubtedly be farther continued, until the proper time arrives for final selection .- Portland Adr.

Extract from the Report of Mr. Hall. My estimates of the cost of construction of the first 19 miles surveyed, commencing at Portland, is as follows :

471,650 yds. excavation and embankment at 13 3,505 perch stone masonry for road and river abutments, at \$2 . 7,010 00 6.336 do. for culverts, at \$1,50 . . 9,504 00 6,060 do. for cattle guards and passes. at \$1,25 7,575 00 4,620 00 4,620 rods grubbing, at \$1 12,100 feet of pile bridging, at \$4 . 48,400 00 150 feet bridge at Rovals River, at \$10 . . . 5 road bridges at \$42 210 00 12 road signs, and road and farm 1,500 00 crossings 10,880 rods of fence at 90 cts. . . 9,792 00

The remaining 120 miles I shall class as below, which I believe will cover the whole expense of construction. For grading the road, bridges, masonry for abutments, culverts, and

cattle yards, fencing, &c.
For 45 miles, at \$7,000 per mile, \$315,000 00 8,000 " 440,000 00 . 55 10,000 ** 90,000 00 60 66 9 12,000 " 48,000 00 66 66 66 66 14,000 " 70,000 00 5 20,000 " 66 40.000 00 2 land damages . . 50.000 00 40,000 00 depots and way stations. . railing, including superstruc-

ture and laying down the same, 139miles, at \$8,500 per mile . . . 1,181,500 00 Say for turnout tracks . . 20,000 00

\$2,294,500 00

For engines and cars, which will have to be ncreased as the business of the road demands. For 12 engines, equal to \$5,000

\$60,000 00 each . . . . . . 15 passenger cars, at \$1,800 27,000 00 ." 100 freight cars, at 530 . . . 53,000 00

> \$140,000 00 \$2,596,856 50

Add for engineers, superintendents and contingencies, 5 per cent. .

129,842 82 \$2,726,690 32

DATENT HAMMERED RAILROAD, SHIP P and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant-SURVEY OF ROUTES.—Under the direction of the curporators of the Atlantic and St. Lawing them fully equal to the best spikes in market,

		nuds	unds	1/8	5 p	bal	ung h		d at last 'ting.	1	{ NE	RAILV	PROPOI	eFD	Share Capita
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nester and Birkenhead	. 141	750,00	0 143,	170 518	8,980		13,148	0 86	1 14 (	50 3	2 Direc	et Northe	m to Y	ork 4	1,000,0
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reston and Wyre.  reffield and Manchester.  reffield and Manchester.  reffield and Manchester.  reffield and Manchester.  reffield and Morwich.  reffield and Norwich.  reffield and Norwich.  Steam and M  NAME OF COMPANY.  reffield and Morwich.  Steam and M  NAME OF COMPANY.  reflection of features.  10,000	19 19 88 30 25 201 29 28 incell	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,50 Amount paid.	0 179,8 311. 0 1,530,9 0 154, 0 62,9 0 167,5	352 353 759 95 277 3,46 785 59 000 341 500 23 600 670 Last price.	5,161 1,455 4,172 0,006 8,626 0,250 6,644	4,191 11,895 40,993 8,509 5,401 27,132 N. Loug Monr	7,066 14,876 81,482 18,414 13,856 55,752  AME Of	0 10 6 1 0 0 0 15 0 2 10 0 COMPA	nihil. nihil. 2 2 6 6 5 6 5 1 8 nihil. 10 0 6	50 16 82 93 50 36 100 53 29 3 16 24 50 100 Num. o	Bould Central Lyon Orles Paris Paris Paris 142   100	ogne and ral of Fras and A ans, Tours and Lys and Orls and Ro  f Amount paid.  1421	Amierance vignon s & Borons eans uen Div. p.c. per ann. 70	deaux 2 Last price. 1140 160	1,280,0 2,400,0 2,000,0 2,500,0 1,600,0 1,600,0 Prese pric
reston and Wyre reffield and Manchester reffield and Norwich reffield and Manchester reffi	19 19 88 30 25 20 20 20 28 30 25 20 20 20 30 20 20 30 20 30 20 30 20 30 20 30 30 30 30 30 30 30 30 30 30 30 30 30	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,50 Amount paid. 10 181 35	0 179,6 0 311.' 0 1,530,0 0 154,' 20,0 62,; 0 167,5	352 353 759 95 277 3,46 785 59 000 341 600 23 600 676 23 154 2 344	5,161 1,455 4,172 0,006 8,626 0,250 6,644 Present price.	4,191 11,895 40,993 8,509 5,401 27,132 Loug Monr Melto Merse	7,066 14,876 81,482 18,414 13,856 55,752 AME Of hborous mouths on Mowey and	0 10 6 1 0 0 0 15 0 2 10 0 COMPA	nihil. nihil. 2 2 6 6 5 6 5 1 8 nihil. 10 0 0	50 16 82 93 3 16 92 3 16 92 50 100 5 4 16 92 50 100 5 4 16 92 5 5 5 5 5 5 6 100 5 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6 100 5 6	Bould Central Lyon Orles Paris	ogne and ral of Fras and A ans, Tour s and Lyo s and Orls and Ro  Amount 142; 100 100 100	Amierance vignon s & Borons eans uen Div.p.c. per ann. 70 10 10 10	deaux 2 deaux 2 Last price. 1140 1160	1,280,0 2,400,0 2,000,0 1,600,0 400,0 Prese price 160 117
reston and Wyre.  reffield and Manchester.  aff Vale.  lster.  armouth and Norwich.  ork and N. Mid, and Leeds and Self.  Steam and M  NAME OF COMPANY.  nglo Mexican Mint  nti Dry Rot  ustralian Trust Company eneral hteam Navigation  20,000  20,000	19 19 88 30 25 20 20 20 28 30 25 20 20 20 30 20 20 30 20 30 20 30 20 30 20 30 30 30 30 30 30 30 30 30 30 30 30 30	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,50 Amount paid. 10 181 35 14	0 179,6 0 311.' 0 1,530,0 0 154,' 20,0 62,; 0 167,5 0 10,0 c.	35:759 95 777 3,46 785 59 900 34:600 23:600 67:6 Last price. 15 2 34:4 27:1	5,161 1,455 4,172 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132 27,132 Monto Melto Merse Maço	7,066 14,876 81,482 18,414 13,856 55,752 AME Of hborous mouthse on Mowey and clessfield	0 10 6 1 0 0 0 15 0 2 10 0 2 10 0 P COMPA	nihil.   nihil.   2 2 2 6   6 5 6   5 1 8   nihil.   10 0 6	50 16 82 93 3 16 22 3 16 22 5 50 100	B Boul B Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Centro Cent	ogne and ral of Fr is and A ans, Tour is and Ly is and Orles and Ro  of Amount paid.  142;  100  100  100	Amierance vignon s & Borone eans eans piv. p.c. per ann. 70 10 10 10 21	deaux 2  deaux 2  Last price. 1140 160 117	1,280,0 2,400,0 2,000,0 2,500,0 1,600,0 400,0 Prese price 160 117
eston and Wyre.  leffield and Manchester.  outh Eastern.  aff Vale.  lster.  armouth and Norwich  ork and N. Mid, and Laeds and Selb  Steam and M.  NAME OF COMPANY.  Inglo Mexican Mint  nglo Mexican Mint  10,000  10,000  10,000  10,000  20,000  t Western Steam Pa  letropolitan Wood Pay  15,000	19 19 88 30 25 20½ 20½ 20½ 20½ 100 15	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 <b>ancount</b> paid. 10 181 35 14	0 179,6 0 311. 0 1,530,9 1 20, 0 20, 0 62,3 0 167,5 0 167,5 0 10 10 10 10 10 10 10 10 10 10 10 10 10	35:2 35:759 95 277 3,46 78:000 34:600 23:600 67:000  Last price.  15; 2 34; 27; 25 6; 6;	5,161 1,455 4,172 0,006 8,626 0,250 6,644 Present price.	4,191 11,895 40,993 8,509 5,401 27,132 27,132 Monr Melto Mess Macc Macc Macc Neatl	7,066 14,876 81,482 18,414 13,856 55,752 AME Of hboroug mouthseon Mow ey and clessfield hrd.	0 10 6 1 0 0 0 15 0 2 10 0 7 COMPA gh	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	50 18 82 93 100 53 100 53 16 22 33 16 22 35 100 25 50 100 25 50 100 25 50 100 25 50 3,00 3,00 3,00 3,00 3,00 3,00 3,00	B Boul B Centre Lyon Orles Paris Paris Paris Paris 142 142 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 100 6 1	ogne and ral of Fr is and A hans, Tour is and Lys and Orls and Ro  Anne f Amount paid.  142; 100 100 100 100 100	Amierance vignon vignon s & Bor Ons eans piv.p.c. per ann 70 10 10 10 10 21 17 30	s	2,280,02,400,02,000,000,000,000,000,000,000,
eston and Wyre.  leffield and Manchester.  with Eastern.  aff Vale.  lster.  lster.  Steam and M  NAME OF COMPANY.  mglo Mexican Mint.  nti Dry Rot.  ustralian Trust Company eneral hteam Navigation t Western Steam Pa letropolitan Wood Pav.  15,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000  10,000	19 19 88 30 25 201 201 201 201 201 100 15	830,00 1,150,00 2,996,00 465,00 519,15 187,500 1,062,500 Amounts. 10 10 18\frac{1}{2} 35 14 100 6	0 179,0 311. 0 1,530,0 154, 0 20,0 62,3 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5 167,5	35:2 35:559 95 277 3,46 285 599 300 34:600 23:500 67:0  Last price. 155 2 34:1 27:1 25 6:1 12	5,161 1,455 4,172 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132 N. Loug Monn Melto Merse Maço Neath Oxfoo Reger	7,066 14,876 81,482 18,414 13,856 55,752 AME Of hborous mouths on Mowey and clessfield h	0 10 0 1 0 0 0 15 0 2 10 0 2 10 0 7 COMPA gh	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	50 16 82 93 3 16 92 3 16 92 50 100 55 100 5 50 100 5 50 100 5 50 100 5 100 100	B Bould B Bould B Bould B Bould B B B B B B B B B B B B B B B B B B B	ogne and ral of Fr is and A hans, Tour s and Ly, s and Crls and Orls and Orls and Orls in 142 100 100 100 100 100 100 133 1	Amierance vignon vignon vignon vignon vignon vignos .	S	280,0 2,400,0 2,000,0 2,500,0 1,600,0 400,0 Prese pric 160 117
eston and Wyre.  effield and Manchester.  outh Eastern.  aff Vale.  Ister.  In Jooo  In Jooo  Ister Ister Pav.  Ister Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister  Ister	19 19 88 30 25 201 by 28 incelli- 10 10 15	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 <b>ancount</b> paid. 10 181 35 14	0 179, 311. 0 1,530, 0 1,530, 0 62, 0 62, 0 62, 167, 0 62, 167, 10 10 10 10 10 10 10 10 10 10 10 10 10 1	35:2 35:759 95 277 3,46 78:000 34:600 23:600 67:000  Last price.  15; 2 34; 27; 25 6; 6;	5,161 1,455 4,172 0,006 8,626 0,250 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132  Loug Monr Melto Mess Macc Mess Macc Short Some	7,066 14,876 81,482 18,414 13,856 55,752 AME Off hborous mouths on Mow ey and clesfield h rd nts or I	0 10 6 1 0 0 0 15 0 0 15 0 0 0 15 0 0 0 0 0 0	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	50 16 82 93 35 100 55 36 29 37 16 92 50 100 55 50 100 55 50 100 55 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 50 100 5	Bould	ogne and ral of Fr is and A hans, Tour is and Lyes and Orls and Orls and Orls and Idea in Idea	Amierance vignon s & Borons eans eans per ann. 70 10 10 10 12 17 30 21 6 71	s	,280,0  2,400,0  2,000,0  2,500,0  ,600,0  ,400,0  Prese  price  160  117  15  365  25  120  123
reston and Wyre.  reffield and Manchester.  reffield vale.  reffield and Manchester.  reffield vale.	19 19 19 88 30 25 20½ 20½ 20½ 20½ 20½ 20½ 20½ 20½	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 Amount paid. 10 181 35 14 100 6 1 50 40	0 179,8 311 0 1,530,9 1,530,9 0 62,3 0 62,3 167,5 0 0 67,5 0 167,5 0 10 10 10 10 10 10 10 10 10 10 10 10 10	35:2 35:559 95 277 3,46 785 599 000 34:600 23:600 67:0  Last price. 15 2 34:1 27:1 25 6:1 13:64:1	5,161 1,455 4,172 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132	7,066 14,876 81,482 18,414 13,856 55,752 AME Off hborous mouths on Mow ey and elesfield h nts or I nshire erset coord and	o 10 6 1 0 0 0 15 0 2 10 0 2 compa gh	nihil. nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	50 16 82 93 100 55 32 16 92 3 16 92 50 100 55 50 100 55 50 100 55 50 100 24 1,78 21,41 56	Bould Cents	ogne and ral of Fr is and A hans, Tour is and Ly is and Cris and Ro is and R	Amierance vignon s & Borons eans eans per ann. 70 10 10 10 12 17 30 21 6 71	S	,280,0 2,400,0 2,000,0 2,500,0 1,600,0 400,0  Prese pric  160  117  15  365  25  120  123  480
reston and Wyre.  reffield and Manchester.  reffield vale.	19 19 19 19 30 25 20 20 28 lineell 10 10 10 10 10 10 10 10 10 10	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 Amount, paid. 10 18\frac{1}{3} 35 14 100 6 1 50	0 179,8 311 0 1,530,9 1,530,9 62,3 0 62,3 167,5 0 167,5 0 10 10 10 10 10 10 10 10 10 10 10 10 10	35:2 35:559 95 277 3,46 785 599 000 34:600 23:600 67:0  Last price. 15 2 34 1 27 1 25 6 1 12 64 1	5,161 1,455 4,172 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132  Loug Monr Melto Merse Maço Neath Oxfor Shror Shror Shror Staffo	7,066 14,876 14,876 18,414 13,856  55,752  AME Of hiborous mouths on Mower and clessfield h  rd  rts. or I sshire  reset coord and wesbury. bridge	O 10 6 1 0 0 0 15 0 2 10 0 COMPA sire bray Irwell Worces	nihil. nihil. 2 2 6 6 5 1 8 nihil. 10 0 6	50 16 22 93 33 16 22 15 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100 5 50 100	Bould	ogne and ral of Fr is and A hans, Tour is and Lyes and Orls and Orls and Orls and Idea in Idea	Amierance vignon s& Borons eans uen 70 10 10 10 21 17 30 21 6	s	1,280,0 2,400,0 2,000,0 2,500,0 400,0 Prese price 160 117 15 365 120 123
reston and Wyre.  reffield and Manchester.  reffield velocity and Edward Manchester.  reffield velocity and Manchester.  reffield v	19 19 19 88 30 25 20 20 20 20 20 20 20 20 20 20	830,00 1,150,00 2,996,00 519,15 187,50 1,062,500 Ameunt paid. 10 18\frac{1}{3} 35 14 100 6 1 150 40 100 60 5 5	0 179, 311. 0 1,530, 0 154, 0 62, 0 62, 0 167,5 0 167,5 0 167,5 0 62, 17, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18	35.2 35.559 95.277 3,46.600 23.600 67.0  Last price. 15½ 2 31½ 25 6½ 12 64½ 1.2 104 36½ 1.04	5,161 1,455 4,175 4,175 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132  Loug Monr Melto Mers Maçe Neath Oxfor Reger Staffo Shrev Stour	7,066 14,876 81,482 81,482 18,414 13,856  55,752 AME OI hborous mouths on Mow ey and clesfield h rds reset coo ord and wsburg- reset coo ord and wsburg- chuwater	o 10 6 1 0 0 0 15 0 2 10 0 2 COMPA gh bire bray Irwell	nihil. nihil. 2 2 6 6 5 1 8 nihil. 10 0 0	50 16 82 93 35 16 92 93 36 16 92 93 36 94 95 95 95 95 95 95 95 95 95 95 95 95 95	Bould	ogne and ral of Fr is and A hans, Tour is and Lyes and Orls and Orls and Orls and Italian in Italia	Amierance vignon eans eans eans eans (Div. p.c. per ann. 70 10 10 10 21 17 30 26 6 71 25 12 14 19	s	1,280,0 2,400,0 2,000,0 2,500,0 400,0 160 117 15 365 25 120 123 480 230
reston and Wyre.  reffield and Manchester.  reffield vale.  reffie	19 19 19 19 19 19 19 19 19 19 19 19 19 1	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 Amount   paid. 10 18\frac{1}{2} 35 14 100 6 1 100 6 1 100 6 1 50 40 50 1 50 40 50 50 50 50 50 50 50 50 50 50 50 50 50	10 179,8 311. 01,530,0 0 154,7 20,62,5 0 62,5 167,5 0 62,5 167,5 0 7 7 6 44	Section	5,161 1,455 4,175 4,175 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132 7 Loug Melto Mers Macc Neath Oxfor Shrop Strone	7,066 14,876 14,876 18,414 13,856 55,752 AME Of hborous mon Mowey and elesfield h orset cooper and wsbury. bridge dwater asea.	O 10 6 1 0 0 0 15 0 2 10 0 COMPA sire bray Irwell Worces	nihil. nihil. 2 2 (6 5 (6 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 16 29 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 30 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Bould	ogne and ral of Fr iss and A has, Tour is and Lys s and Crls s and Orls s and Orls is and I de l'all i	Amierance Am	S	,280,0 2,400,0 2,000,0 1,600,0 400,0  Presse pric  160 117  15  365  25  120  123  480  230
reston and Wyre.  reffield and Manchester.  reffield vale.  reff	19 19 19 88 30 25 20 20 20 20 20 20 20 20 20 20 20 20 20	830,00 1,150,00 2,996,00 519,15 187,500 1,062,500 Ameours. Amounti 10 181 35 14 100 6 1 150 40	10 179,8 311. 0 1,530, 0 1,530, 0 62,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5 0 167,5	35:2 35:559 95 277 3,46 885 599 900 34:600 23:600 67:0  Last price. 15; 2 34; 25; 6; 11; 64; 1104 36; 15	5,161 1,455 4,175 4,175 0,006 8,626 0,250 6,644 Present price. 15‡	4,191 11,895 40,993 8,509 5,401 27,132  Loug Monr Melto Merse Maço Neath Oxfor Shroy Some Stroy Stroy Stroy Stroy Tren	7,066 14,876 14,876 18,414 13,856  55,752  AME Of hiborous mouths on Mower and clessfield h  rd  rts. or I sshire.  reset coord and wsbury.  bridge dwater asea.  rrn & Wat and Mand Mand Mand Mand Mand Mand Mand	O 10 6 1 0 0 0 15 0 0 15 0 0 0 15 0 0 0 0 0 0	nihil. nihil. 2 2 6 6 5 1 8 nihil. 10 0 0	50 16 82 93 35 100 55 36 29 37 16 22 40 25 50 3,000 41,78 21,41 55 50 30 20 20 20 3,700 20 20 20 20 20 20 20 20 20 20 20 20 2	Bould	ogne and ral of Fr iss and A has, Tour is and Lys s and Crys s and Orls s and Orls is and I will be a had be a	Amierance vignon eans eans eans eans (Div. p.c. per ann. 70 10 10 10 21 17 30 26 6 71 25 12 14 19	S	,280,(,240,6,2,500,6,2,500,6,400,6,400,6,117,15,365,120,123,480,6,230,360,240,30
reston and Wyre.  reffield and Manchester.  reffield and Velet and Manchester.  reffield and Manchester.  refference.  reffield and Manchester.  reffield and Manchester.  reffield and Manchester.  reffield and Manchester.  reffield and Ma	19 19 19 88 30 25 20 20 20 20 20 20 20 20 20 20 20 20 20	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 Amount. 10 18\frac{1}{35} 14 100 6 1 100 6 1 100 6 1 100 100 100 100	10 179, 311. 01,530, 511. 01,530, 5154, 20, 62, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 5154, 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reston and Wyre.  reffield and Manchester.  reffield vale.  re	19 19 19 19 19 19 19 19 19 19 19 19 19 1	830,00 1,150,00 2,996,00 465,00 519,15 187,500 1,062,500 ancours. 1,062,500 100 18\frac{1}{2} 35 14 100 6 1 100 6 1 100 60 5 7\frac{1}{2} 50 100	10 179,8 311. 01,530,0 0 154,9 20,0 62,5 167,5 20,0 62,5 167,5 20,0 62,1 10 10 10 10 10 10 10 10 10 10 10 10 10	35.55	5,161 1,455 1,457 2,0006 8,626 0,250 6,644 Present price. 15‡ 27 65	4,191 11,895 40,993 8,509 5,401 27,132 27,132 4 N. 4 Loug Melto Mers Macc Neath Oxfor Reger Shrop Stron Stron Stron Stron Than War	7,066 14,876 14,876 18,414 13,856 55,752 AME Of hiborous mon Mowey and clesfield h	0 10 6 1 0 0 0 15 0 2 10 0 2 10 0 F COMPA	nihil. nihil. 2 2 6 5 6 5 1 8 nihil. 10 0 0	50 16 16 22 93 33 16 25 50 50 10 50 10 50 10 50 10 50 10 6 25 50 6 3,00 24 1,78 21,41 25 50 33,00 24 1,78 21,41 2,56 86 87 70 2,66 8,14 2,96	Bould	ogne and ral of Fr is and A ans, Tour is and Lys s and Crls s and Crls s and Crls s and Crls is and Cr	Amierance vignon vignon vens ven	s	280,(   280,(   2,400,(   2,500,(   600,(   600,(   117   15   365   25   120   123   480   230   240   30   360
rmingham, 1-16 share.	19 19 19 19 19 19 19 19 19 19 19 19 19 1	830,00 1,150,00 2,996,00 465,00 519,15 187,50 1,062,500 Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 100 6 1 100 6 100 100 100 100 1	10 179,8 311. 01,530,0 0 154, 20, 62, 0 62, 0 62, 0 167,5 0 154, 167,5 0 10 10 10 10 10 10 10 10 10 10 10 10 1	S52   35.   35.   35.   35.   35.   35.   35.   35.   35.   35.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.   36.	5,161 1,455 1,472 0,006 8,626 0,250 6,644 Present Price. 15‡ 27 65	4,191 11,895 40,993 8,509 5,401 27,132  Loug Monr Melto Merse Macc Neath Oxfor Shroy Stome Strou Strou Strou Tren Thar War	7,066 14,876 14,876 18,414 13,856  55,752  AME Of historian mouths on Mower and clessfield h  rd  rds	o 10 6 1 0 0 1 0 0 2 10 0 2 10 0 COMPA cire bray Irwell Worces Vhy & R fersey I Medward Birm and Napt	nihil. nihil. 12 2 6 6 5 1 8 nihil. 10 0 0 NY.  ster ail Av.  ingham. on.	50 16 82 93 35 100 55 36 29 37 16 92 36 36 36 36 36 36 36 36 36 36 36 36 36	Bould Centrol Control	ogne and ral of Fr iss and A ans, Tour is and Lys s and Crls s and Crls s and Crls is and	Amierance vignon vignon vignon ven ven ven ven volum volum ven ven volum ven v	S	,280,(,2400,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,200,(,2,2,200,(,2,200,(,2,200,(,2,2,200,(,2,200,(,2,200,(,2,2,20,(2,2),(2,2,20,(2,2),(2,2,2,2),(2,2,2,2,2),(2,2,2,2,2,
reston and Wyre.  reffield and Manchester.  aff Vale.  Ister.  aff Vale.  Ister.  aff Vale.  Ister.  Steam and Manchester.  In 10,000  10,000  10,000  11,493  3,200  11,493  3,200  11,500  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  11,600  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6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6.7   6	5,161 1,455 1,457 0,006 8,626 0,250 6,644 Present price. 15; 27 65	4,191 11,895 40,993 8,509 5,401 27,132 7 Cloug Melto Mers Mace Neath Oxfor Reger Shrop Strout	7,066 14,876 14,876 18,414 13,856 55,752 AME Of hiborous mouths we ye and clessfield h	o 10 6 1 0 0 1 0 0 2 10 0 2 10 0 2 10 0 3 compa 3 chemina.  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	al			524,967		557 100	52	04 61	0 14 4	T	he six	milli	ons paid	to the cana	I fund fr
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" 7 Erie—enlargem	ent of	. 363				316	-	1,700		. of th	ese ca	mals	when fin	ished. Th	e sums
" RiGenesser valley		, 120	3,	739,000		100				. quire	ed to c	omple	ete these t	wo canals a	are \$2.0
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" 11 ()swego		. 38	1	65,437	29,1	47 22,7	12	56,165	5 28,59	9 ture :	incurr	ed on	estimate	d incomes (	admitted
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" . 15 Seneca river tov	ving path			69,276				381		11643	26. an	d the	cost abou	019,401; for	r 1844 (
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" 18 Juniata canal		. 93							138,91	Raily	toad to	ille		-	578, 252.
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36 Southern railroad	id	68		12,308 36,295		81 75,90 64 7,90		60.341	70.00	0 cepte	d—wh	ich i	s able to s	k-the Erie stand alone.	canai
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CAN	als.	in miles.	C	ost.	Gross.	me.	per	Inc	ome. Nett.	per	of		1	REMARKS.	
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Chesapeake and	Ohio	184		70,470	47,637							. lars		ese canals.	A .
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CANADIAN	CANALS.	Length in miles.	No. of	Lockag	Length	Sixe of	De De	pth on	Bottom.	of carral	Estin	naie.	Expended 10 Sept. 1843.	Inco:	ne., 1844.
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lain trunk from Port C	olborne to Port Dalhousi	e 28	31	328	150			8 1-2	45	81					
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	•	1	1	6	200	45		9	45	85	1	• • • •			
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The St. Lawrence	canal	0						9	50	90	672	2,498	973		
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	13 New Bedford and Taunton	. 20		430,962	2 . ,		()	50,671	24,000	6						
	14 Northampton and Springfield			172,883	unfin.					1						
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16 -	16 Old Colony			87,820	unfin.							7		106		
4	17 Stoughton branch	. 4		63,075	unfin.											
	18 Taunton branch			250,000	0				20,000	. 8	96,687	20,000	8	118		
	19 Vermont and Massachusetts				200		:							·····		
	20 West Stockbridge			41,516	200	20,000	100	2000				:	4		017	
6	21 Western, (117 miles in Mass.,)	156		7,686,202	4,686,202	30,000		573,882	284,432		. [753,753]	439,679	3	1041	211	101
	22 Worcester branch to Milbury	74		8,431												
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on	24 Hartford and New Haven	38		1,100,000						1			6	95	- • •	
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v	26 Stonington, (year ending 1st Sept.,) 27 Attica and Buffalo	. 48	ľ		650,000	13,000	100	113,000	7 500		154,724	79,840	2	291	. 000	29
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66	33 Harlem	26			1						. 126,020			691	50	60
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66	35 Long Island	96	)	610 92	392,340	99 846	30			111	. 153,456			723	2,999	71
66	36 Mohawk and Hudson	. 17		1,010,22	392,340	10.000	100	69.948	58,780		. 79,804			581	-,	10
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66	40 Tonnawanda	43	. 1	727,332	2			76,227	12,000					119‡		111
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# AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

# Thursday, July 10, 1845.

NEW YORK AND ERIE RAILROAD.

This important work is occupying, and very just ly, at this time, the general attention of our citizens. By the papers of Wednesday, we were apprised of the resignation of the president of the company, Eleazer Lord, Esq., and of the appointment in his stead, of James Harper, late Mayor, but much better known as one of the partners in the house of HAR-PER & BROTHERS, publishers, of this city. In common with other friends of the work, we have been satisfied that a change of management was necessary, as it has been evident to us that those having the control were not likely to obtain the necessary means for its early completion. Deeply impressed with these views, we had prepared the following article for this number; and, though its object is in part accomplished, still we give it a place, that we may not appear to have been idle spectators in so important a matter; and also to congratulate the company, and the citizens of New York generally, on the selection of a man upon whom all parties can unite, and who CAN, IF HE WILL, complete the work on or before the 4th day of July, 1850-or in LESS than five years.

# NEW YORK AND ERIE RAILBOAD.

Some months since (see No. 5, Jan. 30th, 1845,) we compared the direction of the Erie with that of the Baltimore and Ohio railway, and intimated that with similar management, similar results would follow. We contended that the Erie railroad must be conducted on different principles, but we little thought that-in addition to its other troubles-the direction itself was anything but harmonious.

The treasurer of the company-Silas Brown, Esq. a merchant of high standing-did not pay the interest due on the bonds of the company a few days since. The president of the company, Eleazer Lord, Esqr., comes out in the papers pretty strongly against the treasurer, who had, he asserts, assets in his hands on which he, Mr. L., could with ease have raised the means to pay the interest, had the treasurer seen fit to give him a single day's notice. Mr. Brown in reply states, that the president must have kown his intention the day before the interest was due; that the "assets" consisted of a quantity of railroad iron, which had been shipped to the western part of the road, and had been sold by the sheriff and bid in by Mr. Brown, in his individual capacity, which was now on its way back to the city to be sold for the benefit of the company. Mr. Brown also states that he is already liable in his individual capacity for several thousand dollars, that he does not consider it proper for him to make further advances, and that

Correspondents will oblige us by sending in their fact that he has only received about \$3000 from the We feel it our duty to offer some remarks on a kinand Brown-that is, on the eve of stopping.

it. That it is practicable who can doubt?

rests of this city, and the business community, are ving the means, the next step is to see them properly country, and the engineer is as highly esteemed by, such a man as Mr. McLane, and the best professional skill in the Union will find abundant room for the display of its resources on so long and varied a route as that of the New York and Erie railroad. Again such men would be cautious of issuing statements to prove that work on the Erie railroad had been done for 50 per cent. less than on any other work. What has been done on the Erie railroad to show that they alone understand the construction and management of railways? No man of intelligence can believe that similar work has, under similar circumstances, been done for 30 or 40 per cent. less on the Erie railroad, than on the admirably managed works of Massachusetts. We would not speak disrespectfully of the gentlemen who have the manage ment of this work, nor intentionally throw a straw in the way of its progress, far otherwise, as, for most of them, we entertain personally a high regard, and the work itself, we have so long looked upon it as the great railroad of the Union-because it will become the first and most important link in a chain of railway which will ultimately have one terminus on the Atlantic, and the other on the Pacific that we feel in a measure wedded to it, and bound to give it our best efforts; hence it is that we call upon those who now have the management—but who unfortunately have not the confidence of those who are to furnish the means for completing the workto show themselves what they claim to be, the true friends of the work, by uniting cordially with others in the selection of a man of character and practical knowledge as a business man, who has never been identified with the work; and then select the ablest professional services which the country affords, pay them well, and make them responsible for their doings. By adopting this course, confidence will be inspired, the necessary capital will be easily obtained, and the work will be completed within five years; and within ten years it will be considered the most profitable railway investment in this country," if not in the world; but if the present course is pursued, it will become a by-word among our neighbors, and a reproach to ourselves.

# RAILWAY ESTIMATES.

their present unfortunate condition is owing to the new projects against overrating their advantages. trust in others, and to disappointment to themselves.

earnings of the road for the last six months! In dred fault—that of underrating the cost of construcshort, it would appear that the road is again in the tion. As far as the graduation is concerned, there predicament in which it was found by Messrs. Allen is of course room for error to some extent; but, in other respects, a little care only is required to arrive Unless gentlemen of wealth and enterprize come at an approximation to the ultimate expenditureforward boldly and in concert, there is great reason quite near enough for practical purposes. Again, to fear that the work will be abandoned for some the expenditures, other than the graduation, generalyears, though of its ultimate completion we have ly form much the greater part of the total cost; and, never entertained a doubt. If, therefore, an efficient as these can be ascertained with all desirable accuorganization be practicable, this is the time to effect racy, it is clear that the amount of capital necessary for the efficient working of a railway is no longer a The first step must be to place at the head of the matter of doubt with our present varied and extencompany a gentleman whose judgment, integrity sive experience. We should think these remarks and thorough acquaintance with the wants and inte- entirely superfluous, as relating to matters of the utmost notoriety, had we not observed that it is, at this such as to command the confidence of the mercan- day, gravely proposed to construct railways for from tile and monied classes. This is the first step to \$7 to \$10,000 per mile. In Connecticut it is asserted success, and if taken promptly it will succeed. Ha- (last Journal, p. 427,) that they can build with "the heaviest T rail for about seven thousand dollars per applied. To ensure these desirable results we must mile." Now the cost of the iron alone, allowing follow the example of Baltimore. We find at the 100 tons per mile of single track with turnouts, will head of her great work one of the ablest men in the be about this sum. At the late preposterous prices the cost in England would have reached this sum; as he is universally known to, the profession. The but assuming the cost to settle there at \$35 to \$40 difficulties to be overcome in the case of the Erie per ton, and adding \$25 duty, we have 60 to 65 dolrailroad would require all the ability and energy of lars per ton; exclusive of freight, insurance, storage and carrying to the place where required. There is, therefore, little probability of the cost of the iron alone falling below 7000 dollars per mile of single track, yet, with this fact staring them in the face, and with the vast experience of Massachusetts, within a few hours' ride, we find such statements as the above gravely put forth. As far as the individual project above alluded to is concerned, this is of comparatively little moment; but all such exaggerations injure the cause of railways generally. Any director, engineer, or even respectable assistant in Massachusetts, could inform them that \$10,000 per mile for the mere track, exclusive of preparing the road-bed, is, at this time, a low estimate with a heavy rail. .

We observe a similar statement in a Toronto paper, where a road, requiring considerable excavations, embankments and bridges, is to be put into operation for 8 or 9000 dollars per mile with the flat bar. A long road in Georgia, and a short one in Lower Canada—their only road!—have been for some years in successful operation with an expenditure per mile of 12 or 13,000 dollars. But the price of iron was little more than half what it is now, and the country in both cases offered remarkable fi cilities. Lastly, they were both superintended by engineers of standing in the profession.

We would inform our Connecticut and Canadian friends, that they may consider \$20,000 per mile as a low estimate of a single track railway, with moderate equipment of cars, engines, buildings, shops, water stations, etc. This is in accordance with the experience of Massachusetts, the people of which State are unrivalled in this country, and unsurpassed in any other, for mechanical skill, for bold yet judicious enterprize, and for that energetic perseverance which never rests short of the attainment of its ob-

'Although railways may be constructed and equipped for from one-fourth to one-half the cost of the bare channel and locks of the canals of New York, or of Canada, they still require no trifling sums; and we must believe that their friends would act more judiciously were they to take the advice and opinion of some competent engineer before putting forth such flattering views; enticing, it is true, at the We have repeatedly cautioned the advocates of first glance, but, on examination, leading only to disTHE FIRST TO THE LAST.

The American Railroad Journal, the first hand. The present condition and prospects the way, that one person asked if Mr. Ste- ed by Mr. Gray to the Board of Trade.] of the railroad system is very different from that of 1831, when this journal was projected and started, at the close of that year. Then it was comparatively an experiment, hour was obtained, which rather settled the vehicles in each direction, by taking a surand few, indeed, were bold enough to risk question of Mr. Stephenson's sanity. This vey of grand trunk railways from the metropolis to all parts of the kingdom, and materials are presented by the discount was in 1830. the expense of a periodical for the dissemination of intelligence in relation to railroads; whereas, now, it has become an established fact, superior to all other modes of inter- 65 miles an hour was accomplished. The to all. communication, and there are many able express trains on these lines run at the rate journals laboring in the cause, not only in of nearly 50 miles an hour, stoppages in tion of railways throughout the country will England, but also in France and Germany, any risk, the progress of travelling on the pears to me, up to this time, that they are which are well sustained, if we may judge Great Western line will arrive at a speed of merely intended as stock exchange speculaby their appearance; and why should they a mile per minute. We say nothing of the tions. And I am drawn to this conclusion not be, when they are devoted to what is yet greater speed which is promised by the from the attempt now making to inoculate rapidly becoming one of the leading interests atmospheric mode of locomotion. of the age?

We again bid our new co-laborer a hearty welcome, and shall be happy to aid his extensive circulation in this country, and to furnish him with such information in rela-chimerical; fifteen years ago, the unextion to our railroads, canals, and public peeted rate of thirty miles an hour was conworks, as may be useful or interesting to his sidered a wonder which no effort of practireaders in Europe.

thought, said, and accomplished in relation actually been exceeded. to railroads, within the last quarter of a century. Is the claim for Mr. Stephenson well founded for so early a period as 1812?-We would not deprive him of his just due, nor allow him to wear honors which should adorn the brow of less conspicuous men.

Progress of Railway Speed.—When Geo. Stephenson constructed the first locomotive engine, men who called themselves "prac. THE REPUTED PROJECTOR OF THE RAILWAY tical" contended that the smooth wheels would run round, or slip, on the equally smooth iron rails, without moving the carriage. But the wheels actually did bite, and Mr. Stephenson then said to his friends that there was no limit to the speed of such an mite, and doing justice to the real author, engine, provided the works could be made we gave a document which showed claims to stand. This was in 1812.

A few years later, a writer who declared himself friendly to the use of locomotive engines, strongly protested against "the extravagant expectations, or rather professions, of the enthusiastic speculatist," that "engines would be seen travelling at the rate of 12, 16, 18, and 20 miles an hour," and added, that "nothing could do more harm towards their general adoption and improvement than the promulgation of such nonsense." This was in 1825.

periodical devoted to the cause, extends cor- mittee of the House of Commons, and the dially the right hand of fellowship, and bids promoters of that project gravely warned God speed to the London Railway Express, at a greater rate than 10 miles an hour, he the youngest of the present numerous fa- would "put a cross on the concern." Even mily, number one of which has just come to that rate of speed was considered so out of ceived the following copy of a letter addressphenson were a foreigner, and another hinted To the railway department-Board of Trade. doubts of his sanity. This was in 1828.

was in 1830.

Thus, then, about thirty years ago, it was doubted whether locomotives could run at for Threadneedle street! all upon iron railways; twenty years ago, the idea of their moving at a greater speed that each and every steam engine required than ten miles in the hour was scoffed at as to exhaust the atmospheric tube would, on cal science could surpass; and now a speed and of money will always take place in this of nearly fifty miles an hour is in daily use, quixotic scheme ! ! The following remarks on the "progress while the rate of a mile per minute is proof railway speed," show what has been mised, and, in some special instances, has railways are to be brought forward in the en-

> It is singular that the three great feats accomplished by practical science in our own time, namely, lighting by gas, crossing the Atlantic by steam in ten days, and rapid tion before the passing of these bills. travelling by the same motive power on railutterly impracticable by "philosophers," the loss of power in working who actually knew nothing of the subjects vagant beyond all calculation. upon which they theorised.

SYSTEM.

We copied into a recent number, from the London Mining Journal, an article on this subject, and by way of contributing our far anterior to those set up for Mr. Gray.

We now find in the Railway Magazine, of 7th June, a letter from Mr. Gray himself Trade, in which he fixes his own claims only not allow companies to monopolize them !.. as far back as 1820-while we show conclusively that Col. Stevens made public his views, by a communication to Congress, as early as 1812, or eight years prior to Mr. Gray's; and we shall, we think, be able to

way bill was introduced, Mr. Stephenson conversation at a much earlier period. In was examined on its merits before a com- order, however, to give each party a fair opportunity, and the benefit of their own statement, we now give place to Mr. Gray's let-

"The Railway System .- [We have re-

"My Lords All railways should be The Liverpool and Manchester railway made perfectly straight and level, as being was opened, and a speed of 30 miles an best adapted, in every respect, for propelling The other day, on the London and Bir. king the intermediate distances to correspond mingham, as well as on the Great Western with each terminus, the facility and econorailway, a rate of travelling at the speed of my of railways would soon become manifest

"The want of uniformity in the constructhe public with an atmospheric railway-a plan which, in my opinion, is only calculated

"If your lordships would bear in mind well constructed railways, impel every day 200 tons from one end of the country to another, what an incalculable waste of power

"As numerous bills for the extension of suing session of parliament, perhaps I may, as the original projector of the national railway system, be permitted to state my reasons for great caution and strict examina-

"The railways already formed are exways, have, one and all, been denounced as tremely defective in their construction, and the loss of power in working them is extra-

> "The cog-rail should be used on every railway for carriages of heavy burden, and trade, traffic, or luggage trains, as it will be invariably found that five times the power would be obtained by the cog-rail over the plain rail; and whatever the revenue may be from the plain rails, five times the amount would be clearly gained, in addition to what is now received by any and all railways, which would enable all companies to reduce the charges of carriage and rates of fare to one-quarter of the present price.

"The fares and rates of carriage should be reduced to the minimum. Railways are to the railway department of the Board of for the public benefit, and government should

(The people seem to me all asleep!!) "The steam packet impels a burthen of from five hundred to one thousand tons at many miles an hour, why may not the same propelling power on railways, by using wheels of a similar diameter, have the same When the Liverpool and Manchester rail show that he made it a subject of common effect? as both cog and plain rails may be

worked separately or together at the same such arrived, the buyers possessed not the a Glasgow paper, and is now going the round

propagating this measure.

come the humble gleaner.

"I have the honor, my lords, to remain, "Your lordships' dutiful servant, "THOMAS GRAY.

"Exeter, 23d Sept., 1844."

# THE IRON TRADE.

So important do we consider the iron formed sources in England, that we feel called upon to give copious extracts from the London Mining Journal, a work edited with great ability and fairness.

It would appear from the following extract of June 7th, that there are "Bulls," "Bears," and "Lame Ducks," in the London iron, as well as in the New York stock market; and there, as here, we imagine, litif lame ducks only were made of the bulls and bears-but unfortunately, it often happens that those animals only come in for "snacks," when the operations are favorationate caresses of the other-when they find themselves in a corner of the fence, without the ability to escape—while meritorious enterprizes and fair dealers are made to suffer.

"The advance in the price of iron," says the editor, "consequent on the improved state of the trade, and the numerous lines of projected railways, has been attended ironmasters has been dissolved, and as regards the operations for 'time,' there are fearful accounts. The rapid and unprece-

a humanites of and washing that the appearance

"Permit me most respectfully to claim a defalcation, which is not only attended by which the number of furnaces is represented after my unwearied application to this scheme regards the price, but is of incalculable in number in operation in all Scotland is sevenand sown, I may at last be permitted to be- to see maintained, and we consider that it is been thought of for making iron, although the same cause.

> The Liverpool Mail has the following in relation to the "pig-iron trade" of Scotland.

> subject, all more or less colored by the inte-

ability of taking to their bargain, and hence of the newspapers all over the country, in your consideration and support in my behalf, loss of money, in the difference existing as to be ninety, whereas the truth is, that the ever since 1820, and to solicit your kind pa- jury, in throwing on the market an influx of ty-five. In this way the quantity of iron tronage in obtaining for me some remunera. Iron, which was not previously contemplated. made is carried far beyond the truth. To tion for moneys expended by me during this It is generally admitted, that the present re-swell out the list, the names of every place long period, as well as for my services in duced price - for such it is, comparatively where iron has ever been made are paraded, speaking, with reference to the high figure even where there is not a vestige left of fur-"Surely where so many have reaped a which bars attained at one period—is one naces or apparatus for making iron, and rich harvest in the field which I have tilled which the ironmaster would be well pleased names are given of every spot that has ever only such as will repair the heavy losses sus- no step has been taken towards getting mitained in the past few years-therefore, are neral or erecting furnaces. After having we most anxious to see the iron trade as-falsified the facts as to the present production sume a healthy state, which can only be ef- of iron, the statement goes on to specify furfected by the ironmasters coming to the re- naces said to be in preparation, and that will solution of having no 'time bargains.' This be in blast three months hence. Not one would give to the miner, collier, and those additional furnace will be in operation even employed in the works, fair wages, and at twelve months hence. The list of new trade, and so interesting to many of our the same time, place the iron trade in a po- works in preparation, and which it is assertreaders, the latest information from well in sition, which will render it remunerative to ed will be at work in a few months, is made the capitalist, and, at the same time, encou- up of places as yet only heard of by name, raging to the adventurer. We trust that the as localities where minerals may probably ironmasters will not, by any false notions of be found, but even this has not been ascer-rivalry, injure in interest which so material-tained. The subjoined is an accurate list ly affects the operative, or will descend to of all the furnaces at present in blast, with transactions, such as 'time bargains,' which an estimate of the consumption and export we think should be excluded from all other of Scotch pig iron, without anticipating the precincts than those of the stock exchange. Luture, and so not drawing anything upon We have ever understood that the iron trade the increased demand to arise immediately was one of a legitimate nature, and less spe-culative than others, and, indeed, the real or few) that are about to be made, and for tle regret would be felt among fair dealers, business doing, and the orders on hand, one alone of which 30,000 tons of Scotch would fully justify this conclusion; it is then pig iron has already been purchased. It is with regret we find that the prices are influ- desirable that an article in such extensive enced, and the present depression to be at-use as iron now is should be at a moderate tributed to the speculation which has been price, and it may be that speculation has regoing forward, and the inability of the 'bulls' cently forced the price up too suddenly; but ble, leaving others to enjoy the pleasures of to take stock, or rather, we should say, the on the other hand, many accidental circumthe gentle embrace of the one, or the affectuation the gentle embrace of the one, or the affectuation to depress the martionate caresses of the other—when they taking the iron for which they have contracted. We trust that the present lesson which the state of the production and dewill serve as a beacon, and that henceforth, mand must establish. This particular dewe may not have occasion to record a re- scription of iron, from the necessities of action like the present, as emanating from some holders, has been sold at prices much under its relative value in proportion to other iron, and below its cost to the manufacturer, with the high prices he has now to pay for coal, and the great advance that has taken "THE SCOTCH PIG IRON TRADE. - In con. place in wages. From feuds and litigation with those natural results which might be sequence of the unprecedented fluctuation among the ironmasters in Scotland, for a expected—a re-action having taken place in that has taken place in the price of Scotch considerable time prices were kept unnatumore senses than one, while the union of the pig iron this year, more than usual attention rally low, and the very lowest rates have has been directed to it, and many statements been referred to as a fair price for the artiand reasonings have been offered on the cle; it might, with more fairness, be assumed that the average price should be £7, dented rise which took place, had the effect rests of the writers. Those who wish to which was the price in 1836, when there exof putting several furnaces in blast, and was, buy the commodity say all they can to low. isted no such demand for iron as has now moreover, attended with an advance of er its price, and those who have it to sell, sprung up for warehouses, ships, railways, wages, while the operative, not considering bring forward everything in their power to for a moment aught than the advanced price, raise its value. If this bias were honestly ders is that, with the price steady at about seeks for a further rise. In the meantime, exercised, it might be excused; but where £5, business is in the best state. The exthe prices are receding; it is now discovered that many transactions, on which were called the rapid rise, were, as would be said in the stock exchange, for the account, and those who were 'buils,' for pigs, are now to use the language of the alley, but 'lame ducks;' in fact, purchases have been made of pig and bur iron, for 'time,' which, when make of Scotch pig iron appeared lately in the sex state. The extra demand that has come on this year, from the general prosperity of the manufacturing interests, and the unprecedented extension of railways, will, probably, cause the price to rule above £5, but it cannot remain under it. The depressed prices just at present submitted to, will occasion orders to flow in from all quarters. In bar iron, also, the recent retrograde movement in Staffordshire! leaves the price such as will lead to husiness From Grangemouth and the going on freely and steadily; indeed, this is already apparent, the trade in that quarter Do. do. 1844.......... 39,190

evincing renewed buyancy.

"It is remarkable, that after years of ex. Take for an average the half of 137,218 treme depression, on the trade becoming The export for 1845............68,600 lively for only a few months, a cry is raised The export from Liverpool this of re-action, stagnation, ruin; it might be supposed that all the extra demand that has arisen was to be supplied without the price advancing, so as to give good wages to the workmen and fair profits to the master. Let Deficiency in the year..... 80,000 " again rallied, varying from £5 to £11 per us rather hope that this important staple of Without any extra demand whatever for iron; after which it was again depressed, the our country, without going to extravagant for new railways, etc." price, will afford opportunity to all concerned to make up, to some extent, the losses sustained by the ruinously low prices that so long prevailed.

Make of Scotch Pig Iron, May, 1845. Weekly Furnaces.

				ction.
16	1	15	1530	tons.
. 7		7	700	46
. 9	1.	8	700	66
7	3	4	360	66
8	2	6	650	44
5	1 .	4	600	66
3	_	. 3	450	66
- 6	2	4	850	66
4	1	?	300	6.
4	1	3	300	66
3		3	300	66
3	_	3	300	44
. 2		2	180	66
4	1	3	200	66
2	-	2	180	66
2	_	2	180	66
3	1	2	150	66
3	2	1	60	66
91	16	75	7500	44
t Mo	nkland			
				. 66
				66
Gar	tness.		80	66
Mos	send.		. 80	66
. Mui	rkirk.		70	66 .
	7 9 7 8 5 3 6 4 4 3 3 2 4 2 2 3 3 9 1 t Moor Government of Muii	7 — 9 1 . 7 3 8 2 5 1 . 3 — 6 2 4 1 4 1 3 — 2 — 4 1 2 — 2 3 1 3 2 — 91 16 t Monkland Govan	7 — 7 9 1 8 7 3 4 8 2 6 5 1 4 3 — 3 6 2 4 4 1 3 3 — 3 3 — 3 3 — 3 2 — 2 4 1 3 2 — 2 4 1 3 2 — 2 3 1 2 3 2 1 91 16 75 t Monkland Govan Dundyvan Gartness Muirkirk	7 — 7 700 9 1 8 700 7 3 4 360 8 2 6 650 5 1 4 600 3 — 3 450 6 2 4 350 4 1 3 300 3 — 3 300 3 — 3 300 2 — 2 180 4 1 3 200 2 — 2 180 3 1 2 150 3 2 1 60 — 16 75 7500

takes 1500 tons pig iron, leaving disposable the operative, or working miner or collier, of the make in Scotland 6000 tons per week, the amelter, the merchant, or consumer. 6000 tons per week is in the year 312,000

to the best information.

in Scotland, used for castings2400	tons.
Newcastle, etc	66
Middlesborough, for bars 300	66
Hull, Leeds, Bradford, Sheffield, etc. 300	66
Liverpool 300	-66
Manufacturing district, including	
Manchester, Bolton, Stockport,	•
Bury, etc	66 🐡
London 300	66
All the west and south of Eng-	
land	66
All Ireland	. 40

Exported from Glasgow: Clyde, in 1843..... 98,028 tons.

year is at the rate of 17,600 per annum; but say.....14,000 "

392,000 4

The Mining Journal, of June 14th, has the following article, in continuation, upon the iron trade. We will give the table sposteamer.

"We have taken some pains to acquire trade; but we find much difficulty in arriving at conclusions, such as would warrant us in placing before our readers any distinct features of a general nature: so varied are the positions in which the several districts prospects. are placed. It was only last week that we adverted to the 'time' speculations in pig iron, which particularly applied to Scotland; while, from the inability of the 'bulls,' or buyers of stock, to pay at the period fixed for delivery, a reduction naturally took place. Nevertheless, the prices of iron were maintained in the Staffordshire, Derbyshire and South and North Wales districts, except so far as the reduction which it had been considered prudent to make: the rise having been too rapid to be justified even by the increased demand, while it was calculated materially to injure the ironmaster in the end. from the advanced wages he would be compelled to give, and to reduce which, with a reduction in the price of the article, would movement on the part of the ironmasters, It was our intention this week to have given a statistical table of the prices of Welsh bars Weekly consumption of Scotch Pig Iron in at Newport, 'pigs' at Newport, and tin plates Scotland, England and Ireland, according at Bristol, for the past twenty years, having been favored with a tabular statement, show. ing the changes in price which these several articles have undergone, but we must needs defer its insertion until our next; in the meantime, we may take one or two instances as evidence of the sudden transition and revulsions which the iron trade has undergone, trusting that some of our correspondents, associated with the trade, will take up the subject, and offer some remarks on the anomaly, if we may use the expression, which the table presents. In July, 1823, we find bars were selling at Newport at £7 per ton; in eighteen months afterwards—that is to say, the termini to build this road without extranein January, 1825-they are quoted at £14 ous aid. Hill's Pat. per ton, and here we might stop, had we

gards the immense difference which these prices present, with reference to the production of bar iron in South Wales alone; or, rather, we may say, the prices obtained at Newport-eighteen months having effected a rise of 100 per cent. To progress, we next arrive at the year 1831, some six years forward, when the price of bars had fallen to £5 per ton, being a reduction of nearly two-thirds in the price of the article, which thus appears to have fallen from £14 per ton to £5. From that period to April, 1836, it price quoted in August, 1837, being £6; again a re-action took place, and in March, 1838, we find; it £10 per ton; but in 1843, it decreases below even any price we have cited, and we find £4 per ton the quotation ken of when it comes to hand, by the next of the day; from that time a gradual advance has taken place, and from the statement with which we have been favored, the accurate information, as respects the iron price quoted for March, in the present year, is £10. We leave, until next number, the tabular statement to which we have referred, when we shall be induced to offer some observations on the iron trade, its position and

"We may, in closing our remarks, observe, that the decline in Scotch pigs has had an effect on Welsh and Staffordshire bars, and although the large houses are not disposed at present to make any reduction, yet the market cannot be said to maintain the firmness it has displayed during the past

few weeks."

# SELECTED RAILROAD, CANAL; AND MISCELLANEOUS ITEMS.

KENNEBEC, BATH, AND PORTLAND RAIL-ROAD.—A meeting of the company for the esta-blishment of this railroad was held at Gardiner last week. The committee appointed to form a union between the the Kennebec and Portland, and the Bath and Portland railroad companies. reduction in the price of the article, would reported that a satisfactory union had been be attended with much difficulty; hence the agreed upon, and their report was accepted. It was voted that the shares in the capital stock At 30 cwt. pigs to the ton of bars, 1000 tons all, whether they consider the interests of amount of each subscription shall be paid at the time of subscribing—no subscription to be bind-ing unless the sum of \$500,000 in the whole shall be subscribed on or before the 13th of Ocinber next.

A committee was appointed to invite subscriptions to the stock in other states, and an executive committee to prepare subscription-books, to obtain and publish information, and to take a general superintendence of the affairs of the company .- Daily Adv.

CHESHIRE RAILROAD.—The first assessment of ten dollars per share is payable on Tuesday

CONCORD TO PORTSMOUTH.—No railread project in New Hampshire has yet found greater favor than that from Concord to Portsmouth. which will bring the sea twenty-five miles nearer to the whole country north and west. It is said the road will be made the present year between Portsmouth and New Market. There

NASHUA AND WORCESTER RAILBOAD .- The space for the adduction of argument, as restockholders of the Nashua and Worcester.

railroad corporation held a meeting at Worces ter, on Wednesday, and made choice of the fol- finely in city and country. lowing gentlemen as directors, viz: Jacob Fisher, of Lancaster; John G. Park, of Groton; Fisher, of Lancaster; John G. Park, of Groton; amount much more than sufficient to warrant Joel Pratt, of Sterling; J. W. Bancroft, S. Salisbury and Edwin Conant, of Worcester; Samuel R. Brooks, and Jacob Little, of Newborks; J. C. Holland, and John A. Rockwell, of Norwich; Isaac Hunt, jr., of Nashua; Alexander De Witt, of Oxford; and William Brigham, of Boston. We learn that the amount of stock now subscribed is \$530,000. The subscription is \$500,000. The subscribed is \$500,000. The subscription is \$500,000. The subscription is . This road is sure to be built:

The laving of the rails on the Old Colony road was commenced on Wednesday last, in Kingston, a little west of the river, and is now progressing northerly. The westerly abutment of the bridge over Jones river is completed, and the road graded up to it, with the exception of a short cut through the hill. The easterly abutment is expected to be finished next week, when a temporary bridge will be placed over it for the purpose of carrying over the earth remaining to be excavated on the west side. The ship Mary Frances sailed from Cardiff, (Wales,) on the 24th ult., and the bark Vernon on the 25th ult., loaded with iron, and their arrival may be vation for the foundation of the engine house in show a large increase: this town was commenced yest erday .- Plymouth Memorial.

NORTHAMPTON RAILROAD.—Intelligence was received by the last steamer, that the agent of the Northampton railroad corporation had purchased the rails for the remainder of the road, on The price paid was quite favorable terms. about \$50 per ton, which is something like \$18 per ton more than was paid for the rails pur-chased last year. This is much better than was anticipated a few months since.-Northampton Courier.

SARATOGA AND WASHINGTON RAILROAD. We understand that this very important link in the chain of railroads between New York and Montreal will be immediately carried through. The arrangements are so made, that if New-York capitalists will not finish the road, Bostonians are coming forward to take up the stock. -Albany Argus.

Of course-wherever there is a railroad route which will pay good dividends, there you will find Boston capitalists engaged. We shall yet have to apply to them to build the New York and Erie, and New York and Albany roads!

MAD RIVER RAILROAD .- The lettings for completing the Mad River and lake Erie railroad are announced in the last Bellefontaine Gazette. One hundred and seventy-four bids were put in. Two hundred bidders were on the ground. The contracts provide that the work must all be done by the 1st of June, 1846.

The Morris and Essex railroad company has declared a semi-annual dividend of 31 per cent.

The number of passengers carried on the Troy and Greenbush railroad during the twelve days ending 26th ult., was 2369, being an average of near 200 each day.

We shall have a word to say of this road soon It is so much like Taor that we cannot pass it by in silence.

DAY LINE TO NEWPORT. - The Long Island railroad company started a line to Newport and Providence on Thursday of last week at the low fare of \$1.

give particulars. Suffice it to say, that an ternal improvement. The packet and freight amount much more than sufficient to warrant boat Mail, Capt. James Collins, arrived from

required to be subscribed before the work can company, we learn, have obtained subscriptions be commenced is \$700,000. -Bost. Daily Adv. to their stock exceeding \$100,000, and will proceed to organize the corporation on Monday, 7th

WESTERN RAILROAD.—Receipts for the week

		•	.0	1845	1844
D			- 1		
Passeng				\$7,781	\$8,642
Freight,	œc.,	•	•	7,681	7,874
Total.				\$15,462	\$16.516

Here we see a falling off in both passengers and freight, and it will be still greater if they keep up their fares to present prices. Better be wise in time.

NORWICH AND WORCESTER ROAD .- The colexpected in the course of ten days. The exca- lections of this road, as compared with last year,

1045	-	Passengers.	Freight.
1845		\$95,889 69	\$99,239 02
1844		91,222 07	88,160 71

Excess in 1845, \$4,667 62 \$11,678 31-Total, \$15,745 93.

CENTRAL RAILROAD, MICH.—Receipts for May, 1845:

	Passengers,		\$8,888 55
	Freight, .	-•	9,736 00
,			\$15,724 55
	Do. for May,	1844:	
	Passengers,		\$8.682 94
	Freight, .		13,459 87
			\$22,142,81
	Do. for May,	1843:	
	Passengers,		\$5,409 02

THE COAL TRADE .- SCHUYLKILL VALLEY.

7,995 76

\$13,404 78

Freight,

From Pottsville and Port Carbon—total From Schuylkill Haven—total From Port Clinton—total	.120,306 .158,916 3,326
Total by railroad	. 282,550
From Pottsville and Port Carbon—total From Schuylkill Haven—total tons From Port Clinton	13 810
Total by canal	87,057
Total by railroad and canal	.362,943

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines

Sammer miles, -		04344	
Room run do.,-		20353-	-82875
Beaver Meadow railroad and	coal co		26679
From Penn Haven—Hazleton	coal c	0	21906
From Rock Port—Buck Mour	tain c	oal co.,	7062

WYUMING COAL TRADE—total	52,73
PINE GROVE COAL TRADE.—total	23,466
MINEHILL AND SCHUYLKILL HAVEN	

MOUNT CARBON RAILROAD-total tons. 105,289 Mount Savage Works in this State.

CENTRAL RAILROAD.—Subscriptions go on Whitewater Valley Canal.—We have nely in city and country. We can no longer to record yet further progress in our works of in-

4446	10	
From	Cincinnati to North Bend,	16 miles
49	North Bend to Harrison,	9
**	Harrison to Brookville, Ind.,	18
96	Brookville to Laurel,	15
44	Laurel to Connersville,	12

We learn from Mr. Collins that six or eight miles more of the canal will be completed with-in three or four weeks. This will carry the navigation up to the feeder dam, beyond Connersville, and leave some seven miles to be done to finish the line to Cambridge! Very soon, therefore, we shall have daily communication with the heart of one of the richest valleys in Indiana, or the west .- Cin. Gaz.

SANDY AND BEAVER CANAL.—The New Lisbon (Pa.) Palladium announces that the entire stock necessary to complete this canal, which was suspended in 1837, was taken in that town, at a meeting held there recently. W. Milnor Roberts has been appointed engineer, and it is said that the lettings are to take place this month.

Thomas Wilson has been elected president, and Thomas M. Abbott treasurer, of the Susquehanna canal company.

The outlet locks of the Alexandria canal, into the Potomac river, are completed.

More Manufactures .- We are informed that a company with a capital of \$200,000, contemplate the erection of works in this city for the manufacture of iron with anthracite coal.— The ore will be obtained from northern New-York; the coal from Penusylvania, by the Delaware and Hudson canal.—Troy Whig.

We are authorized to say, that the experiment of making iron from the ore with anthracite coal has been entirely successful, and, therefore, the works for making it on a large scale will be immediately erected and put in opera-

According to the Cincinnati Chronicle, the actual length of the Ohio river, from Pittsburg to its mouth, is 875 miles.

Heavy Verdict.—From a report in the Ontario Repository, of the causes tried at the recent term of the United States circuit court for the northern district, held at Canandaigua, we learn that the jury, in the case of Babbitt, vs. the Buffalo steam engine manufacturing company, returned a verdict of \$4,000 as damages for the infringement of the plaintiff's patent, relative to the lining of boxes in which gudgeons and axles are to run, and by which the bad effects heretofore experienced from friction and heating are obviated.

The Fall River railroad, connecting with the New Bedford and Taunton and Boston and Providence roads at Myrick's, six miles from Taunton, was opened for travel on Tues-day mornning last. The cars and all the appliances on this are said to be unsurpassed for comfort by any in the country. It is the first railroad of any extent constructed with Amer-

rit of emulation,—we will not call it enter- some part of it has already been determined prise-now dawning in this province with on, and agents have been, or shortly will regard to the construction of these impor- be, appointed to proceed to the mother countant thoroughfares, and the interest with try to procure subscriptions to the stock. which it is viewed by our neighbors. It is St. Catharine's Jour. to be hoped that in laying down routes some general geographical plan will be kept in view, and that no local interests will be suffered to thwart it. Local interests may at first appear to clash, but when closely considered may be made to harmonize and assist each other. Public opinion is happily working in the right direction.

The prominent geographical points in Canada are, Montreal, Kingston, Toronto, Bertie and Sandwich, having for governing points of communication in the States,

Portland, Buffalo and Detroit.

And first, the "Great Western Railway" the most important, because of the immense amount of foreign travel it will command, in connexion with railroads in the States. It is a link in the great chain from New York and Boston to the Western and South-western States. St. Louis, at the confluence of the Missouri and Mississippi, is the great centre of the South-west, and its commerce with the East will in a great measure pass this way. The western terminus of this railway should be at Sandwich or Windsor, and going easterly, fork off at a convenient place for Bertie and Toronto-the former connecting great lines of American railways at Detroit and Buffalo, with only the Detroit and Niagara rivers intervening-the latter opening the connexion with Lake Ontario.

the Atlantic, and giving to the province a good, safe and convenient harbor, never their property one of the best investments in closed by the winter frests. Next, from the kingdom. They have proved the supervised by the minds spikes made by the harmor. All orders directed to the Agent, Troy, N. York, will be punctually attended to. Montreal to Kingston, a continuation of the riority of steam tugs for towing boats; it last railway to Lake Ontario; and finally now only remains for them to complete their connecting Toronto with Kingston, thus work, by laying down a line of rails on the giving the whole length of the province, west of Montreal, a rapid communication with the capital and the ocean, and especially advantageous in winter.

RAILROAD IRON.—A gentleman familiar with the affairs of the Mount Savage Railroad Iron Works in Alleghany County, Md., has furnished the editors of the N. Y. Tribune with the following facts:

1. The Company has supplied by contract 1,000 tons for the Fall River Railroad, at \$60 per ton, delivered in New England.

- 2. Since the recent extraordinary rise of iron, it has entered upon new contracts at \$85 per ton, instead of \$95, as the Morning News had it.
- 3. It is now turning out 100 tons of railroad bars per day, and is putting up two new blast furnaces and an immense blowing engine, which will be completed in August; from which time it will be prepared to turn out 300 tons per day, or at the rate of 90,-000 tons per annum.

4. It is ready to make contracts to deliver any quantity of bars ten per cent. cheap- side. er than they can be obtained from .Europe ja45

under the present tariff.

5. The English price of railroad iron at the latest dates was £15 10s. or about \$75 at Liverpool, at which price it would cost manufactured by the subscriber's Patent Machinery, \$87 50 to deliver it here under a 20 per cent. duty. 5. The English price of railroad iron at cent. duty.

CANAL AND RAILWAY UNION-(From a osed by the winter frests. Next, from Intreal to Kingston, a continuation of the st railway to Lake Ontario; and finally now only remains for them to complete their work, by laying down a line of rails on the whole length of the province, est of Montreal, a rapid communication ith the capital and the ocean, and especially advantageous in winter.

This scheme will eventually be completed,

They have proved the supervisite twing boats; it now only remains for them to complete their work, by laying down a line of rails on the Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory Prices, by I. Spikes are kept for sale, at Factory P

RAILROADS .- It is pleasing to see a spi-|though spreading over a long period of years : |would connect them with the Manchester and Birmingham and Trent Valley line.-Mi. ning Journal.

> Sixty-five tons of railroad iron, for the Miami railroad, arrived on Saturday last at Pittsburgh, from the Great Western iron works, near that city, and was forwarded to its destination. This forms part of the quantity of 700 tons engaged to be furnished by the company for the construction of the road.

> RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
>
> WILLIAM YOUNG,
>
> President

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

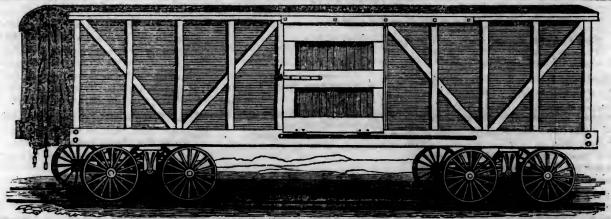
the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out in-side. THOMAS & EDMUND GEORGE,

N. E. cor. 12th and Market sts., Philad., Pa. PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes tervening—the latter opening the connexorrespondent.)—We hear it is in contem. having countersink heads suitable to holes in iron
n with Lake Ontario.

We come next to the Montreal and Port.

Junction, and Ellesmere and and Chester
are fastened with Spikes made at the above named land railway, connecting our capital with Canal Company, to lay a line of rail along factory-for which purpose they are found invalua-



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. senger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston-coaches pass every fifteen minutes.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY. Capital, \$2,000,000.
ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer. Length of Road, 33 96-100 miles.

JOHN S. DARCY, Esq., President.

J. P. JACKSON, Esq., Secretary.

Leave New York, foot of	DAILY	7.	BUN	DAY.
Country I street	A. M.	P. M.	A. M.	
	9, 11, 12	2, 3, 43-4, 6, 71-2	9	4 3-4
tt Dalaman	0 11	0. 404. 0		
" New Brunswick	9	3, 43-4		
New Brunswick	6, 71-2, 111-2	424 014	111-2	0 1-2
Rahway	6 3-4, 7, 8 1-4, 12 7, 7 1-2, 8 1-2, 10 1-2, 12	31.9 5		
Elizabethtown	7, 71-2, 81-2, 101-2, 12	11.2 4 51-2 7 93-4	11 3-4	9 3-4
For New York.	/1-2, 01-4, 3, 11			
O A M 19 D M	to most the Morris and Essex trai	ne and 9 A M and 43-4	P. M. to	meet th

Somerville train, and for Philadelphia.

# TABLE OF DISTANCES AND FARES.

	New York.		Newark.   Elizabethtown.			Rah	way.	N. Brunswick		
B11 C	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York Newark Elizabethtown Rahway New Brunswick	9 1-4	25	91-4	25	14 1-2 5 1-2	31 1-4 12 1-2	19 3-4 10 1-2	31 1-4 25 12 1-2	31 1-2 22 1-2 16 3-4	50 50 50

#### ARRESTER. FRENCH AND BAIRD'S PATENT SPARK

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARh ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an-noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on

These Arresters are constructed on an entirely different principle from any nerecotore onered to the public. The form is such that a rotary motion is imparted to the heated air, smcke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their owing gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superir tendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethown and Somerville Railroad; R. R. Cuyler, President Central Italiroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.;

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844.

ja45

SAMUEL NOTT, CIVIL ENGINEER, SURVeyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Millin manufacturing Spring Steel from 14 to 6 inches
Sites Towns, Farms, Wild Land, etc., surveyed.
Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

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**Col. Temps F. Baldwin, Civil Engineer with great promptified extractory till great promptified extractory till great promptified extractory to the control of the stablishment being large, can execute orders Boston, { Col. James F. Baldwin, Civil Engineer. With great promptitude, at reasonable prices, and the quality warranted. Address

Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

In the establishment coing large, can execute orders
with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
ja45 j5a3 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " " " "

1 Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists Alexandria, D. C.

May 12tf RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, deli-

vered in the United States. DAVIS, BROOKS & CO., 21 Broad st., N. York.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring

only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS,

Rading, Pa. GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Lon Tires, made from the best iron, either hammered or rolled from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective iron and Brass Castings of all descriptions.

448	TRAVE	LLERS, KAIL	KOVD DII	RECTOR	<b>Y</b> •		
TRAINS LEAVE	FOR	BY RAILROAD	DAYS.	A M.	Р. М.	MILES,	FARE
Boston	Portland,	Eastern,	Daily,	71,	21,	106	\$3 00
. "	Portsmouth			71,	21, 41,	. 54	2.00
"	Newburyport	"	4	74, 9, 114,	21, 41,	35 14	1 25 50
66	Portland. '.'.	Boston and Maine.	"	174	21	109	3 00
Portland	Boston	" "	"	71,	3,	109	3 00
Boston Lowell	Lowell		"	7, 11,	2, 5,	26 26	75
Boston	Concord		"		31	76	2.00
Concord	Boston	"	"		34,	76	2 00
Boston	Nashua		"	7, 11,		41	
Boston	Boston		**	7. 9	21	44	1 25
Worcester	Boston	"		7, 10,	6,	44, 17	7 1 25
Poston	Worcester			7,	9		
Boston	New: York via Norwich		Mon. Wed. & Fri.		4		
24	" L. Island railroad	46 46	Tues., Thur. & Sat.	17	1	••••	
"	" " New Haven	Western,		9, 9,	21,	200	6 00
Albany			"	84,	14	200	6 00
Springfield	Boston and Albany			17	3		
Boston	New York via New-Haven West Acton		"	8,	21,		•••••
West Acton	Charlestown		"				
Boston	New York, via Steamboat trains	Boston and Stonington,	Tues., Thur. & Sat.,		41,		
"	Descridence "" "	Boston and Newport,	Mon:, Wed. & Fri., Daily,	71	41,	41	1 50
Providence	Providence		Daily,	On arrival of the	mail	41	1 50
Taunton	"		"	ρ,	4,		
New Bedford	Boston. Dedham.	" "	"	7‡, 8ŧ,		••••	•••••
Boston Dedham	Boston	" "			54		
New York	Greenport Hicksville & intermediate places	Long Island,	"	71,		95	2 25
Brooklyn	Hicksville & intermediate places		Tues., Thur. & Sat.,	91,		26 95	561
"	Greenport " " Hicksville, (Saturd'y to Suffolk)			31,	4	26	2 25 561
Greenport	Brooklyn, (Boston train)		"		1,	95	2 25
"	" (accommodation do.).	"	Mon., Wed. & Fri.,			95 26	2 25
Hicksville	" & intermediate places. Albany & Boston via N. Haven		Daily, .	7,		20	561
"	Middletown	New York and Erie,		18. 3		53	
Middletown	New York	" "	"		31,	53 94	2.50
Philadelphia	PottsvillePhiladelphia	Reading,		9,	•••••	94	3 50
New York	Newark	N. J. railroad and trans. co.,		9, 11, 12,	2, 3, 41, 6, 74	91	25
Newark		[9 A. M. and 3 P. M., con-	"	74, 84, 9, 11,	11, 4, 51, 7, 91,	91	25
New York	Newark.	nect with Morris Railroad.] [9 A. M. and 41 P. M., trains,	Sundays,	9,	41,	91	25 25
"	Elizabethtown	connect with Somerville Rail-	Daily,	9, 11,	2, 34. 41. 6	141	-31#
Elizabethtown	New York	road.]		7, 71, 81, 101, 12,	31, 5,	141	311
New York Rahway	Rahway. New York.			9, 11,	3, 4t, 0,	19‡ 19‡	311
New York	New Brunswick	"	"	19	3.41	31	50
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New York	New Brunswick	" "	Sundays,	9	41	311	50 50
Philadelphia	New York	Camden and Amboy,	Daily,	7,		91	. 3 00
New York	Philadelphia			51,		91	3 00
Philadelphia Bris'ol	BristolPhiladelphia	Philadelphia and Trenton,		9,		30	75 75
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Combania i	Frederick " "	" "				••••	••••
Hancock	Baltimore	" "		8, 10 ₁ ,		•••••	
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Frederick	"		Sundays,	8		• • • • • •	••••
Ellicott's Mills.			Daily,	71, 12,	41,		••••
Ric'imond	Petersburg.	Richmond and Petersburg,	"	101,	11,	•••••	
Pe ersburg Albany	Richmond:	Mohawk and Hudson,	66	5ŧ, 8,	54	••••	• • • • •
Schenectady	Albany	"	"	9,	31		
Albany	Saratoga	""		171	2		
Saratoga	Albany	Troy and Saratoga,		7,	121, 5,		t v
Troy Saratoga	Troy	Troy and Saratoga,	- "	71	<b>3</b> ₫1,		
Aubarn	Rochester	Auburn and Rochester,		81,			
Rochester	AuburnBuffalo	Rochester and Buffalo,	"	8,	3,		
Buffalo	Rochester.		"	*************	3,	••••	
_ "	Falls	Buffalo and Falls,	"	9,			
FailsBuffalo	BuffaloAlbany	Albany and Buffalo	"		11		
		Albany and Dunaid		<b>4</b> ,		*****	

# AMERICAN RAILROAD JOURNAL,

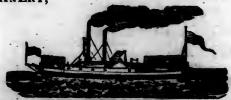
# AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



# ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. L., No. 29.1

THURSDAY, JULY 17, 1845.

[WHOLE No. 472, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all ersons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improve-ments in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new under-takings fairly before the public.

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J. F. WINSLOW, Albany Iron and Nail Works,
Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.) den Agent. (See Adv.)

ANDREW MENEELY, West Troy. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Merristown, N. J. (See Adv.)

NORRIS, BROTHERS, Philadelphia, Pa.

KITE'S Patent Safety Beam. (See Adv.)

FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)

BALDWIN & WHITNEY, Philadelphia, Pa.

JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE,

do.

NEWCASTLE MANUFACTURING COM
DATE OF THE PROPERTY OF THE PROPERTY

pany, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron

SETH ADAMS, Engineer, South Boston, Mass HINCKLEY & DRURY, Boston. C. C. ALGER, [Stockbridge Iron Works,] Stock bridge, Mass.

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W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSES. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the con-struction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some supposed, from some circumstances attend-ing the case,) had pass-ed_several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan

the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with action and the such that the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

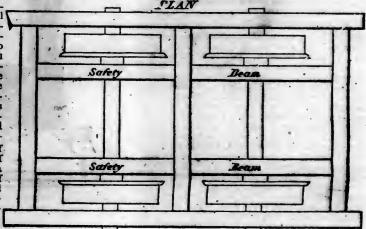
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

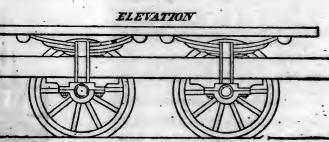
and lives in railroad travelling, and should be used on all railroads in the country.

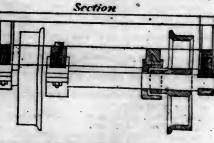
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

TA model of the above improvement is to be seen at the New Jersey railroad and transportation ja45







TO IRON MANUFACTURERS. THE SUB-States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO

No. 4 Sout Fronth st., Philadelphia, Pa.

O RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

# PASCAL IRON WORKS.

# WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lba. per square inch, with Stop Corks, 7. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate and large a A SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoning Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information; apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at SITES in the immediate neighborhood of Bi-Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

V. R. CASE I, Civil Engineer,

VALUABLE PROPERTY ON THE MILL
Point, so called, on the Mill Dam, in Roxbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x451 feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Finiadelphia.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works,
situated in the town of Newcastle, Del., Locomotive
and other steam engines, Jack screws, Wrought iron
work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, a45

President of the Newcastle Manuf. Co.

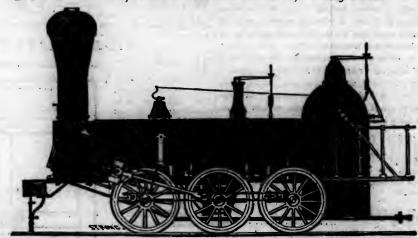
CUSHMAN'S COMPOUND IRON RAILS etc. The Subscriber having made importate etc. The Subscriber having made importate improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters palent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with vantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

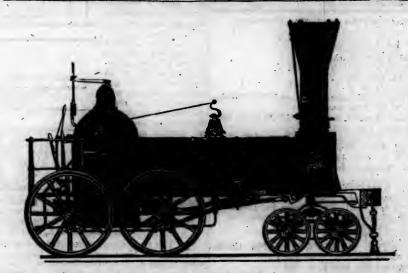
W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

### NORRIS' LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.

64 × 24 2, 14 46 66 66 " × 20 144 66 " 121 66 " 66 66 × 20 66 11<u>1</u> 10<u>1</u> 66 14 44 × 20 " 5, 66 -X-18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Democrat. It treats itpon a subject of vast importance, and if the statements are well founded, deserves the attention of those—the millions—interest vered that when the forewheels of the carthey have the means at Phonixville, where they on the bevel or guide wheel. Kyanized the timber for Herring's plan of superstructure, for preparing the rails.

is startled by some newer and bolder and very discoveries themselves have taught us to draw 100 tons at a speed of 30 miles per to believe that genius is yet in its alphabet, hour. It is stated positively that an engine present is of the past.

"Although we have endeavored to keep

which he has effected this object may thus well defined as at first. be described:

The four principal wheels which support the without any visible wear, it would be difficarriage are without flanches, and present a cult to say how long rails cut from beech, perfectly flat surface to the wooden rail. It sustaining 82 tons pressure, would last.' extra or anti-triction wheels; these are placed try the cost would of course be less.

two in front and two behind the driving "Another advantage claimed for wooden rails, thus prepared is, that more abrupt "In the second case; wheels, upon axles, at an angle of 45 degrees. Thus prepared is, that more abrupt "In the second case; what deep groove formed by two flanches is curves could be allowed, and greater inclina signed as above mentioned ing wheels to the whole machine.

"When the railway is in the direction of a proven by the following experiments: right line, only one of each pair of bevel "On the surface of an iron wheel 4 feet diposed, with passed, to fall back upon the subscription deed cording to the tendency which the carriage a weight of 7 lbs. attached to the lever 3 feet may have to move on either side from the from the centre of the axis of the wheel; But when once a holder, never mind whether there is in the carriage to fly off at a tangent one, it required a weight of 2 lbs.

would act as supporters to the carriage and revolve; while with a wood surface, it re-the transferee or buyer being registered carry it on in safety.

"On this road, which has grades of 1° in confidence in this new discovery." 95, 1 in 22 and 1 in 9, and a curve of 750 "Our's is an age of improvement. Inven- feet radius, a speed of 24 miles per hour was

SALINA THE HELD

"The power secured thus, depends of

18 tons running on iron.

our readers advised of the progress of impor-rials? On the experimental road at Vaux-rare, the great body of holders are becoming tant improvements, we have neglected to hall, an engine weighing 6 tons, ran over alarmed, and seek on all sides to ascertain mention a discovery which many believe will the road 28,000 times during the two months the nature and extent of the liability they render iron rails unnecessary on railroads, it run, which is nearly equal to seven years have incurred in the search after profit. The viz: a substitute of a prepared wooden rail, use running 12 engines per day. The rails mass of inquiries may be resolved into the and car wheels without flanches. were composed of Scotch fir, about 9 feet long following propositions:— "The difficulty of propelling carriages at and 6 inches square; and although fir has "1. To what extent, and for how long, a rapid speed, with safety, on wooden rails 6 but about one-eighth the strength of Ameridaes a person to whom railway shares are alto 8 inches wide, is now overcome by an in-can beech, they exhibited no appearance of lotted render himself liable by signing the vention of Mr. W. Prosser, and the mode by wear from friction, and the edges were as parliamentary contract and subscribers' agree-

"The rails used were prepared by Payne's

is evident that upon encountering the slightest curve in the rails, these wheels would be England is 25,000/. per mile. If built with the commercial operations of the country. quite inadequate to keep the carriage upon its wooden rails, it is estimated that they would destined route; the remedy provided is in four cost but about 5,0001. per mile. In this country until after the registration of all the shares,

quired the same weight to be attached to the his place."

SUBSTITUTE FOR IRON RAILS.

"Experiments have been made which ful-spoke at a distance of 11½ inches from its

We copy the following article from the Rochester ly establish this. There has, for some time, centre, thus clearly demonstrating that the

ed in railroads. An experiment may be made at small expense. Who will test and explode or confull speed, throwing the whole weight of the lead to the abandonment of the iron rail, but firm the theory 1 Why not the Reading road, as front part of the carriage and its passengers to show what is hoped for by those who take a very great interest from having very strong

LIABILITY OF SHAREHOLDERS .- The following tions crowd upon us from every direction, attained, the bite of the wheel on the wood from the Railway Times, in relation to the liability When we fancy we have seen the develope-ment of the climax of man's genius, the world this as well as on the other side of the water, theregrander invention. Magnificent though many course, very much upon the weight of the fore we give it a place and will thank some legal of the discoveries of the age have been, those engine. One of 16 or 18 tons would be able friend to give us a reply to the same questions, and

"We are constantly receiving applications and that other generations will find them weighing 10 tons, running on wood, will for information as to the liabilities of shareselves as far in advance of the present, as the have more tractive power than one weighing holders. The rage for obtaining shares having somewhat subsided now that the tempta-"But what of the durability of the mate- tion of a ready premium has become more

"1. To what extent, and for how long,

ment?

"2. Suppose the allottee to have signed as "The rails are made of beech, or other patent process for preventing dry rot and de-above, and to have sold his shares and furhard forest timber, 6 to 8 inches square, let cay in timber. Says a writer upon this sub-into wooden sleepers, and secured by wooden ject: 'Experiments having confirmed the ca-a dozen different hands, the last purchaser, into wooden sleepers, and secured by wooden ject: 'Experiments having confirmed the ca- a dozen different hands, the last purchaser, wedges, forming one great frame or wooden pability of Scotch fir to withstand the traffic say the 12th, is unable to pay up the calls, grating of longitudinal and cross sleepers of twelve engines per day for seven years, query, on whom does the payment devolve on the first or on the cleventh holder?

"The answers to these questions are very simple, though of great importance now that railway shares take so prominent a part in

"The first category carries with it a liabilsubsequent to the act of parliament being ob-

"In the second case; when, after having signed as above mentioned, the first holder made in their circumference, exactly correstions, from the fact that the great elasticity of has disposed of his shares, and the last is unponding to the inner and upper angle of the wood gives greater tenacity to the wheels, or able to pay. If the actual holder of shares wooden rail, and thus they serve as the guid-in technical parlance, the 'bite' of a wheel for the time being do not register, and default on wood is double that on iron, as has been of payment accrue, it is competent for the proven by the following experiments:

"On the surface of an iron wheel 4 feet diof hands through which the shares may have centre of the rail. On a curve, the difference the surface of the lever being iron at the tan first, fourth or eleventh, has registered, the is simply that the outside bevel wheel of the gent of the wheel, it required a weight of 28 company thereby select to accept him in lieu front pair, and the inside one of the back pair lbs. attached to the crank to make it revolve. of the original subscriber, who is then recome into play and counteract the disposition On substituting a wood surface for the iron leased. A proprietor once registered has to pay all calls made while he is on the regis-"Another experiment confirmed the result try whether he may have transferred his "Another very important function perform-with the iron surface; a weight of 28 lbs. shares or not. The only mode of release to ed by the bevel wheels is, that in case of acci-attached to the spoke of the wheel, at a disdent occurring to the running wheels, they tance of 63 inches from the centre, made it duly entered at the company's office, and by

ASTONISHING SUCCESS OF RAILROADS.

states that the "total primitive capital of the shares of railroads in Germany, constructed by private the principle, there does not appear to be any swered all the expectations of its projectors, and (222,877,400f). These shares at the principle that the principle there does not appear to be any swered all the expectations of its projectors, and (222,877,400f). These shares at the principle that the principle there does not appear to be any swered all the expectations of its projectors, and the principle there does not appear to be any swered all the expectations of its projectors, and the principle there does not appear to be any swered all the expectations of its projectors, and the principle there are the principle that the principle there does not appear to be any swered all the expectations of its projectors, and the principle there are the principle that the principle there does not appear to be any swered all the expectations of its projectors, and the principle there are the principle there are the principle that the principle there are the principle that the principle there are the principle that the principle there are the principle there are the principle that the principle there are the principle there are the principle that the principle there are the principle that the companies, and now at work, is 68,662,000 thalers ground for assenting to its greater superiori(222,877,4061.) These shares, at the price at which ty in general; extra speed is not, as we learn they are now sold at Leipsic, Frankfort, Hamburg, from the statement of Mr. Stephenson, to be determined the statement of the stateme are worth 74,236,870 thalers, or 45 per cent. above attained from it, nor is there any evidence to he decidedly preferred the atmospheric. On the original price. Of the whole there are only proved its general adaptability. In the early that principle there was not only no necessity three lines below par—the Rhine line, that from Bustages of the inquiry, there is no doubt but for sentre monster trains, but there were

Yet how difficult to convince those who have the northern manufacturing districts the benefit believed it to be a highly satisfactory one, and power to demonstrate the—to many—self-evident of a competing line, influenced, in no slight one which would answer all the expectations of

There seems to have been, and still is, a contest between the friends of the broad and those of the narrow gauge for rail tracks, and according to the party, are concentrating all their energies and several new rails. The piston carriage altoge-following remarks of the Mining Journal, the broad have it—at least for a time—yet the narrows give it it is said, intend to move for a recommittal in 15 hours in the day, the trains running every between the friends of the broad and those of the

examination, has completely astounded the advocates of the narrow gauge, and the success of the other party has, we believe, been advantages possessed by either gauge, in ter 176—so that the respective powers of the two almost equally unexpected. Much of the evolution of the voluminous evidence adduced, tubes was as 176 is to 254. He had laid down idence from practical men, and which was entitled to consideration, went far to prove that the broad gauge was decidedly the best for heavy goods, and, consequently, to a line from South Staffordshire, where the merchanponderous articles. It would place King's their general build, than those on the narrow hear the first blow of the pumping-engine at the Winford, from which district 4,100,000 tons of ironstone are annually raised, within 85 miles of Oxford, by which communication coal and iron could be transported at a cost of only 3d. per ton per mile. The popular feeling appeared to be nearly equal, each party carrying on the contest with that dogged perseverance, and cunning and ingenious canvassing, which would do honor to a contested election for a member of parliament. The various facts elicited, though not conclusive, are yet far from unimportant. It appear s that, in extent and connection with population, the narrow gauge has a great advantage over its rival, having lines of 1530 miles already formed and of 1264 miles proposed, passing through districts containing 12,000, 000 persons; while the broad gauge has only 333 miles of lines already formed and 600 miles proposed, and a population of only 3,000,000. How long this may be the case it is not easy to determine. It was stated by Mr. Stephenson, that no excess of speed was attainable on the broad over the narrow gauge-which was not denied, so that we may assume it to be correct.

safe process, but far less expensive than the engines were able to carry trains of 40 tons, at a A letter from Leipsic, says the Mining Journal, alteration in unfavorable gradients Notwith- a rate of 45 miles an hour, without any extra divers to Gemund by Lintz, and Saxo-Bavaria— that the impression on the minds of the comno petty annoyances either from noise or smoke.
their shares being quoted at from 98 to 931 per cent.

The trains could be sent with as much frequenmittee was decidedly adverse to the broad All the rest are above par."

All the rest are above par."

If this be true of the Continental railroads, how bilities for the transit of heavy goods, evident-ly turned the scale in its favor; the fact, too ways which must eventually radiate from this city?

Yet how difficult to convince these who have the sider the battle ended. The London and Bir-mingham company, as the so far defeated the Dalkey line during the last year, there was not up, as will be seen. How easy it is for a few of the bill, pleading that the decision of the quarter of an hour, two sets of men being emmen to raise a controversy by which the money of committee is not in accordance with the evithousands may be squandered. Committee is not in accordance with the evithousands may be squandered. The trains were carried from one end to none of the voluminous evidence adduced, tubes was as 176 is to 254. He had laid down its details proved ample for the transit of eral, and commercial, as it is more economieral, and commercial, as it is more economical perceived. He thought that the safety of the call in construction—was the original width atmospheric principle was much greater than sense consideration of the subject, we cannot for innovation, and that it should have been limits.

> ATMOSPHERIC RAILWAYS .- We find the folenced engineer, and railway manager, in Herepath's Railway Magazine for June 14th.

on behalf of the promoters, called Mr. Gibbons, saw no difficulty whatever in the gradients, for engineer of the Dublin and Kingstown Railway, much steeper gradients might be very easily and also of the Dublin and Dalkey Atmospheric worked. With a moderate traffic, the expenses The evidence of Mr. Brunel went to es-Railway, which line he had laid out. On this would be in favor of the atmospheric line, and tablish the fact, that the transhipment of one gauge to the other was not only an easy and worst gradient was 1 in 57, but over this the increased.

degree, the decision. We must not yet con-the promoters. A great saving was effected in thousands may be squandered.

THE BROAD AND NARROW GAUGE QUESTION.

The decision of the committee in favor of the Oxford, Worcester and Wolverhampton project, which is to be on the broad gauge, and was arrived at after a very lengthened examination, has completely astounded the and very expensive contest may, therefore, be expected. With respect to any of the mer being 245 cubic inches, and that of the latdoes it appear that its supporters uphold the the tube on the Croydon line, and he was satisfied that the wear and tear on that line would be much less than the contract the property of the med one of being better calculated for heavy goods, this we presume to arise from the necessary greater strength of the vehicles in might be done. On the Dalkey line they could weight involves a corresponding expense in cuum was evidently beginning to be formed. the outlay-as the narrow gauge has in all On that line there was a barn heter connected with the tube, and as simultaneously as the every description of traffic, agricultural, minadopted, and is spread over so large an extent that of the locomotive, for most of the accidents of surface throughout the kingdom, we think on the latter occurred at the stations, at which the decision of the question is shown not to places the atmospheric trains were quite out of depend on the superiority of either in a sci-the way of each other, and he believed that a entific point of view; but, under a common train might start with perfect safety every hour from each end on the Portsmouth line. Indeed, in his opinion, there was no need for a double help thinking the broad guage an uncalled line, unless the traffic were as numerous as that of the omnibuses between the Bank and Piccaprevented from extending beyond its present dilly. Mr. Brunel had looked at the sections, and thought them good. He had seen the esti-mates for the line, and thought the prices quite sufficient. A single line would carry a very lowing statement, by Mr. Gibbons, an experi- large traffic, and he thought that it would certainly serve all the purposes of the traffic on the line. Fifteen trains a day each way, might pass with perfect safety. An 18-inch tube would Portsmouth Atmospheric Line.—The Committee resumed this morning, when Mr. Alexander, 40 or 50 miles an hour with perfect ease, and he

SELECTED RAILROAD, CANAL, AND MISCELLANEOUS ITEMS.

Canandagua and Corning railroad .--The engineers and parties that are engaged in sur- formed this conclusion. veying the route for the Canandagua and veying the route for the Canandagua and LAKE CHAMPLAIN AND CONNECTICUT RIVER Corning railroad, have nearly completed their RAILROAD.—The meeting of the stockholders of survey, and will soon make a report. We this road, at Rutland, on the 3d inst., was (says are glad to learn that the obstacles to be over- the Boston Courier) very fully attended. eome are of far less magnitude than was an purposes of convenience, a board of directors was ticipated, and that the people living along the chosen, consisting of Timothy Follet, S. Barker, route are disposed to extend every facility in their power, to aid in completing the under-their power, to aid in the under-their power, to aid in the under-their power, the under-their power and the under-th taking .- [Ontario Repub.]

Providence and Worcester railroad.—We are gratified at being able to state that the friends of this road are again exerting themselves to forward their important enterprize. The deficiency in the amount required to build this road is now about \$300,000. A gentleman of this city, who has already subscribed The estimated amount now paid for freight and travel over this route is stated at over ant an object .- Hartford Times. \$750,000 per annum.—Providence Trans.

from Concord to Lebanon, N. H, 63 miles, is progressing rapidly. This road is to intersect with the Vermont Central railroad at the and Baltimore, over the turnpike. This is conmouth of White river. The highest estimate of its cost is \$1,500,000, and no subscription fide subscribed. In this city nearly half a million has already been taken, and upon the line of the road, between eight and nine hundred thousand dollars of the stock has been do. do. do. 1844 dred thousand dollars of the stock has been subscribed, leaving only about \$200,000 now wanting to make the entire capital .- [Boston

Ogdensburg road.—A large and enthusiastic meeting has been held at Ogdensburg, of northern New York, at which the most spirited remarks were made, and resolutions adopted, preparatory to the great work of opening a road to Plattsburg. Among oth- Burlington to Charlestown,

ers is the following;—
"Resolved:—That a continuous railroad to Boston, will offer to the whole of New England, the cheapest, saiest, and most speedy mode of travel to and from the west.'

Amercan Railroad Iron.-We rejoice at the evidence furnished in the following news item from the Baltimore American, of the onward progress of iron manufacture in this country. Although the Fall River railroad is the first in this country, of any extent, con-structed exclusively with American iron, it will not long enjoy this distinction, if the tariff is suffered to stand, and the true policy of Burlington to mouth of White River, 102 the government is maintained. The Penn- White River to Concord, . sylvania iron manufacturers will soon fur- Concord to Boston, . nish an article as good and cheap as we can get from England, and cheaper than heretofore furnished:-

the Paris Academy of Sciences, on the 26th ult, a paper was recieved from M. Sagey, engineer, containing a calculation of the amount of force expended on the atmospheric railroad in Ireland. He concludes that the atmospheric to Boston, in Ireland. He concludes that the atmospheric system can never be adopted as an

economical one, and can be useful only under

was chosen president, and all the new directors placed their written resignations in the hands of the clerk, to take effect on the 1st of September, when new directors will be chosen. The capital stock was ordered to be increased to \$2,500,-000. One million, it was stated, had been subscribed on the line of the road, and the books will be opened in Boston in about a week.

HARTFORD AND DANBURY RAILROAD .- We liberally, has offered to add \$50,000 to his are happy to learn that our citizens are meeting subscription if the deficit will be made up. the subscription to the survey of this railroad with a spirit and liberality worthy of so import-

A New RAILROAD.—We have heard, within The subscription to the Northern railroad, the last week, that a company of gentlemen is being formed in this city, for the purpose of con-structing another railroad between Washington templated in consequence of the extortion practised by the one already in existence.—U. S. Jour., Wednesday.

June, 1845, . . . . . \$14,456 98 total 21,343 03.

Do. do. do. 1844. . . 6,743 43

Shipments of coal in comparison with shipments to same period last year:—

Increase, \$7,713 55, or 107 percent. During the past year, the road has been exended from Hartford to Springfield, a distance of 26 miles.

DISTANCES FROM BURLINGTON TO BOSTON by the Rutland and Central routes, compared: Rutland Route.

1. Burlington to Boston, via Charleston and Nashua, N. H. Charlestown, via Marlow, East Wilton, and Nashua and Lowell railroads, to Boston, .. 112

225 miles 2. Burlington to Boston, via Cheshire and Fitch-

burg. Burlington to Bellows Falls, Bellows Falls, via Fitchburg, to Bos-

2311 miles.

Central Route. 1. Burlington to Boston, via Concord, Nashua, and Lowell.

63 74

239 miles 2. Burlington to Boston, via White River, Bel-Atmospheric Railways.—At the meeting of Burlington to mouth of White River, 102 301 9

45 21 50

IRON FURNACES .- The Pittsburg Age says exceptional circumstances. We should like that there are now in progress of erection, in and to have the data upon which M. Sagey has near that city, twenty-six furnaces, which will turn off between seventy-five and one hundred tons of iron per day.

> The Northampton and Springfield, and Greenfield and Northampton Railroad Companies, have, by unanimous votes, agreed to a union of interests. A meeting is to be held at Springfield on the 18th inst. to organize the new company.

> DIVIDENDS.-The Brooklyn and Jamaica Railroad Company have declared a dividend of four per cent., payable on the 25th inst.

> The Auburn and Rochester company a semiannual dividend of four percent., payable on the 1st of August.

> The Buffalo and Niagara Falls Railroad Company three per cent, payable on demand.

The Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Company a senii-annual dividend of 4 per cent.

TIDE-WATER CANAL TRADE .- There have been towed to and from Philadelphia from the commencement of the season up to July 1, fourteen hundred and sixty-four canal boats. To and from Baltimore during the same time, one thousand and fifteen boats. Of the number towed to Baltimore about one fourth were laden with anthracite coal.

THE COAL TRADE, -SCHUYLKILL VALLEY.

The 4th of July, and the funeral procession on Thursday last, has affected the shipments of coal considerably this week, there being a falling off of about 8000 tons.

to same period last year :-	7	
water period last your .—	1844	1845.
Schuylkill—railroad; 1	4 7,9 19	322 386 08
" canal,13	8 540 04	91 444 11
Lehigh region,12	4 799 00	167 970 09
Pine Grove, 1	6 506 00	27 001 18
Pine Grove,	0,000 00	50 mm 00
Wyoming,	0,020 00	. 52, 137 00
Lackawana,12	0,000.00	. 140,000 00
	7 704 11	802,419 17
. 02	1,102 12	624,704 11
		001,701 11
Increase, so far, in 1845,	tons	, 177,715 06
BY RAILE	OAD.	
From Pottsville and Port C	arbon-tota	1143,386
Froin Schuylkill Haven-tot		
From Port Clinton-total		
Trom I of Office Country	,	
Total by railroad		322,386
. BY CAN	AL.	
From Pottsville and Port Ca		56.459
From Schuylkill Haven-to		
From Port Clinton		20 225
Total by canal		91 444
Total by railroad and canal.		413,8:30
LEHIGH COAL	TRADE.	
Total shipments from Ma	auch Chun	k. Lehioh
coal and navigation co.		
Com and was Person on		

Summit mines, -

Room run do., Beaver Meadow railroad and coal co., From Penn Haven—Hazleton coal co., From Rock Port—Buck Mountain coal co.,

W.YUMING COAL TRADE-total to June 28. 52,737 PINE GROVE COAL TRADE,-total ...... 27,981 MINERILL AND SCHUYLKILL HAVEN RAILROAD

total tons,......188,717 MOUNT CARBON RAILBOAD-total tons .. 117,574

[Miners' Journal.

2571 miles.

	1 1	573 .	NGLISI	LATE	Eż÷		Dividend		, ,	NEW	AND P		ED,	Share
1.		pounds raised	in pounds be raised ortgage.	P S	Da Par	bath.	meetin		1		RAILW	AYB.		Capital.
The same of the sa	e.	0 0	s, in pour to be rais mortgage	bete	a a a	nings, i six mor latest		ė	1:5		en			,600,000
JM 4-5 / 3 4 (4 / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4 /	opened.	E o	o por	sums, in ponded at dat	Cost of working pounds for six as a stated in late lanca sheets.	E X	share	cent.	share.	Barnsl	ey Junc	tion		200,000
NAME OF RA'LWAY.		4 P .	97.	, a a	≥ 5.E 8	in in	4	8 4	share	Bellasi	and Ba	llymena	1	<b>385,000</b> <b>400,000</b>
	Miles	sur ize	E S C	1575	P. 2 2 2	e d	5	2 2	= 5		ourn and		0	,000,00
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		Tot	Tot auth by l	Total expendiment	8 8 B B B B B B B B B B B B B B B B B B	T bon	£ s. d £	E s. d	Paid o		onian			,800,00
Arboath and Forfar	15	102,000	35,000	138,870	0 225		0 12 6 2	10 0			idge an			,250,00
Birmingham and Gloucester		1,187,500					1 5 0 2		100 100		am and			
Brandling Junction	. 23	161,700					4	10 0			r and W			120,00
Bristol and Gloucester	- 371	400,000						nihil.	30 36		et valley			,800,00
Chester and Birkenhead	. 141				5,856	13,148	0 861	14 0			Norther			
Oublin and Drogheda	. 31	450,000						nihil.	55 72		and B			950,00
Dublin and Kingston	. 6	200,000							100 166		e and P			250,00
undee and Arbroath						6,993	1 5 0 5				arg and			800,00
Ourham and Sunderland				270,392	9,889			nihil.	34 29	Ely an	d Bedfo w, Dun	ra	which I	270,00
Cast County and North and East		4,443,200				118,726 55,866	1 96	1 10 0	45 57 50 57	Glosge Gt So	uth and	West T	THISIC. I	200,00
Idinburg and Glasgow Blasgow, Paisley and Ayr		1,125,000 937,500		1,066,951			1 264	1 10 0	50 60		imsby a			600,00
Blasgow, Paisley and Greenock	. 22			787,884	11,572			2 0 0	25 12		ich and			160,00
Frand Junction	104	2,478,712	210,000	2,453,169	84,309	195,080	5 0 0 1	10 0 0	100 210	Hudde	ersfield d	& M. rl.	& cl.	600,00
Freat North of England	. 45	969,000	581.017	1.262.518	12,201	36,189	1 12 6	3 5 0	100 119	Kenda	l and W	/inderm	ere	125,00
Freat Western	. 1214	4,650,000	3,679,343	7,272,539	132,235	369,904	3 10 0	7 0 0	75 138	Leeds	and De	wsbury.		400,00
Hartlepool	154	438,000	155,540	719,205				8 0 0	100	Leeds	and Th	irsk		800,00
eicester and Swannington				140,000	2,207	6,317			50		rmskirk			600,00
iverpool and Manchester		1,209,000		1,739,835		117,559	5 0 0 1		100 203		n and F			,750,00
lanelly	. 27	200,000	44,000	221,624	00.000	405 769	1 00				n and			5,000,00 500,00
London and Birmingham	112	904 000	1,928,845	0,393,466	92,823	405,768		10 00	16 6		nderry &			200,00
London and Brighton		1,793,800	900,000	1,315,640 2,630,451	29.372	84 880	0 12 0	2 8 0	50 47		hester, B			300,00
London and Croyden			220,000	761,885	7,583		0 50	2 10 0	14 17		hester ar			250,00
London and Greenwich				1,040,930				nihil.			ngar and			
London and South Western		2,222,100		2,596,291			1 12 6	6 10 0	41 73		astle and			700,00
Manchester and Birmingham		2,100,000		1,923,699		58,162	1 0 6	5 0 0	40 48		ond &			
Manchester and Bolton		778,100	197,730	773.743	8.585	21,140	2 20	4 10 0	93 110		sh Centr			700,00
Manchester and Leeds and Hull	. 81	2,937,500	1,943,932	3,921,593	3 46,653	156,761		71. & 101.	60 88		eld and			650,00
Midland railway	. 178	5,158,900	1,719,630	06,279,056		281,898		4 0 0	100 96		sbury a			400,00
Newcastle and Carlisle		878,240		3 1,135,065			4 0 0	4 0 0	100105		. Wolv.			900,00
Newcastle and Darlington		500,000		405,728			•••••	nihil.			Valley			900,00
Newcastle and North Shields North Union		150,000 739,201		309,629		18,466	2 10 0	6 16 8	50 37 100 104	West	London Yorkshi			64,00
Paris and Orleans.		1,600,000		1,015,44° 1,978,415		01,104	0 16 0	8 0 0	20 39	White	ehaven a			
Paris and Rouen	. 84	1,440,000		1,370,410	0.04		10 0	8 0 0			RENCH R			100,00
Preston and Wyre		830,000				7,000								
			1 49 602	4 355 16	4.191	7.066		nihil.	50 18	Bobio	one and	Amien	18	1.500.00
Sheffield and Manchester	. 19					14,876		nihil.	50 18 82 93	Centra	al of Fr	Amien ance	1	1.280.00
Sheffield and Manchester	. 19	1,150,000	311.759	951,455	11,895	14,876	0 10 6	nihil.	82 93	Centra	al of Fr	ance	1	1.280.00
Sheffield and Manchester South Eastern Taff Vale	. 19 . 88 . 30	1,150,000	311.759 1,530,277	951,455 3,464,179	11,895 2 40,993	14,876 81,482 18,414	0 10 6	nihil. 2 2 0 6 5 0	82 93 50 39 100 55	Centra Lyons Orlea	al of Fr and A ns, Tour	ance vignon. s & Bor	deaux	1,250,00 2,400,00 2,000,00
Sheffield and ManchesterSouth EasternTaff ValeUlster	. 19 . 88 . 30 . 25	1,150,000 2,996,000 465,000 519,150	311.759 1,530,277 154,785 20,000	951,455 3,464,179 590,006 348,626	11,895 40,993 8,509 5,401	14,876 81,482 18,414 13,856	0 10 6 1 0 0 0 15 0	nihil. 2 2 0 6 5 0 5 1 8	82 93 50 39 100 55 29 37	Centra Lyons Orleas Paris	al of Fr and A ns, Tour and Lyo	vignon. s & Bor ons	deaux	1,280,00 9,400,00 2,000,00 2,500,00
Sheffield and ManchesterSouth Eastern. Taff Vale UlsterYarmouth and Norwich.	. 19 . 88 . 30 . 25 . 20	1,150,000 2,996,000 465,000 519,150 187,500	311,759 1,530,277 154,785 20,000 62,500	951,455 73,464,179 590,006 348,626 230,256	11,895 2 40,993 6 8,509 5 5,401	14,876 81,482 18,414 13,856	0 10 6 1 0 0 0 15 0	nihil. 2 2 0 6 5 0 5 1 8 nihil.	82 93 50 39 100 55 29 37 16 25	Centra Lyons Orleas Paris Paris	al of Frand Ans, Tour and Lyo and Crl	vignon. s & Bor ons	deaux	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00
Sheffield and Manchester	. 19 . 88 . 30 . 25 . 20 y 28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311,759 1,530,277 154,785 20,000 62,500	951,455 73,464,179 590,006 348,626 230,256	11,895 2 40,993 6 8,509 5 5,401	14,876 81,482 18,414 13,856	0 10 6 1 0 0 0 15 0	nihil. 2 2 0 6 5 0 5 1 8 nihil.	82 93 50 39 100 55 29 37 16 25 50 100	Centra Lyons Orleas Paris Paris Paris	al of Fr and A ns, Tour and Lyo and Orl and Ro	ance vignon. s & Bor ons eans uen	deaux	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00
Sheffield and Manchester	. 19 . 88 . 30 . 25 . 20 . 28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311,759 1,530,277 154,785 20,000 62,500	951,455 73,464,179 590,006 348,626 230,256	11,895 40,993 8,509 5,401 27,132	14,876 81,482 18,414 13,856 55,752	0 10 6 1 0 0 0 15 0	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 29 37 16 25 50 100	Central Lyons Orlean Paris Paris Paris	al of France Among and Lyonand Orland Ro	ance vignon. s & Bor ons eans uen	deaux	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00
Sheffield and Manchester South Eastern. Taff Vale Ulster Yarmouth and Norwich York and N. Mid and Leeds and Selb	. 19 . 88 . 30 . 25 . 20 by 28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 ancous.	311,759 1,530,277 154,785 20,000 62,500 167,500	951,456 73,464,179 6 590,000 348,620 230,250 676,644	11,895 40,993 8,509 5,401 27,132	14,876 81,482 18,414 13,856 55,752	0 10 6 1 0 0 0 15 0	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 29 37 16 25 50 100 Num. of	Central Lyons Orlean Paris Paris Paris	al of France Among and Lyonand Orland Ro	ance vignon. s & Bor ons eans uen	deaux	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00
Sheffield and Manchester South Eastern. Taff Vale. Ulster Yarmouth and Norwich York and N. Mid, and Leeds and Selb Steam and M	. 19 . 88 . 30 . 25 . 20 by 28	1,150,000 2,996,000 465,000 519,150 1,87,500 1,062,500 ameous.	311.759 1,530,277 154,783 20,000 62,500 167,500	951,455 73,464,179 590,006 348,626 230,256	5 11,895 2 40,993 8,509 5,401 27,132	14,876 81,482 18,414 13,856 155,752	0 10 6 1 0 0 0 15 0 2 10 0	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares.	Central Lyons Orlead Paris Paris Paris Paris Am't, of share	al of Frand Arms, Tour and Lycand Orland Ro	vignon. s & Borons eans Div.p.e.	Last price.	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00
Sheffield and Manchester. South Eastern. Paff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint.  Num. of Ashares. 10,000	. 19 . 88 . 30 . 25 . 20; yy 28 iscell .m't.of share.	1,150,000 2,996,000 465,000 519,150 1,062,500 ancous.	311,759 1,530,277 154,785 20,000 62,500 167,500	951,455 73,464,175 590,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132 ent 1 27,132	14,876 81,482 18,414 13,856 NAME Of	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAN	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares.	Central Lyons Orleas Paris Paris Paris Am't, of share	al of Frand Ans, Tour and Lycand Orland Ro  Amount paid.	ons Div.p.e.	Last price.	1,280,00 9,400,00 2,000,00 2,500,00 1,600,00 1,400,00 Presen price.
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint	. 19 . 88 . 30 . 25 . 20; yy 28 iscell .m't.of share.	1,150,000 2,996,000 465,000 519,150 1,062,500 ancous.	311.759 1,530,277 154,785 20,000 62,500 167,500	951,456 73,464,173 5 590,000 348,626 230,250 676,644	11,895 40,993 8,509 5,401 27,132 ent Co. Lou	14,876 81,482 18,414 13,856 NAME Of	0 10 6 1 0 0 0 15 0 2 10 0	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares.	Central Lyons Orleas Paris Paris Paris Am't, of share	al of Frand Arms, Tour and Lycand Orland Ro	vignon. s & Borons eans Div.p.e.	Last price.	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint Anti Dry Rot Australian Trust Company  5,700	19 88 30 25 20 y 28 iscell m't.of share.	1,150,000 2,996,000 465,000 519,150 1,87,500 1,062,500 ancous. Amount D paid. p	311.759 1,530,277 154,780 20,000 62,500 167,500 0iv. p.c. I er ann. pr	951,455 73,464,175 590,000 348,626 9230,256 676,644	11,895 40,993 8,509 5,401 27,132 ent Lough Mor	14,876 81,482 18,414 13,856 NAME Of ghborou imouths ton Movesey and	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gh	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 3 29 37 16 25 50100 Num. of shares. 70 2,409 250 500	Central Lyons Orlea: Paris Paris Paris Am't, of share 1421 100 100 100	al of Frand Ans, Tour and Ly, and Orland Ro  Amount paid.  1421 100 100	oncevignon.s & Boronseansuen  Div.p.e.per ann  70 10 10 10	Last price.	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 Presen price. 160 117
Sheffield and Manchester. South Eastern. Taff Vale Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selb  Steam and M.  NAME OF COMPANY. Anglo Mexican Mint	19 88 30 25 20 y 28 iscell m't.of share.	1,150,000 2,996,000 465,000 1,062,500 1,062,500 ameous. Amount paid. 10 18\frac{1}{2} 35 14	311.759 1,530,277 154,780 20,000 62,500 167,500 Niv. p.c. I er ann. I p. 13 10	351,455 73,464,175 5590,000 348,620 230,250 676,644  22 41 27	11,895 240,993 8,509 5,401 27,132 ent Lough Mor Mer Mer Mac	14,876 81,482 18,414 13,856 SAME Of ghborou imouths ton Mov sey and	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gh. eire. vbray. Irwell.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0	82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000	Central Lyons Orlea: Paris Paris Paris Am't. of share 1421 100 100 100	al of From Ams, Tour and Lycand Orland Ro Amount paid. 1421 100 100	ance vignon. s & Bor ons eans uen Div.p.e. per ann. 70 10 10 10 21	Last price. 1140 160 117.	1,280,00 2,400,00 2,000,00 2,500,00 1,400,00 Presen price. 160 117
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Seneral hteam Navigation Gt Western Steam Pa.	. 19 . 88 . 30 . 25 . 20; y 28 iscell m't. of share. 10	1,150,000 2,996,000 465,000 187,500 1,062,500 2,000,000,000 2,000,000,000 2,000,000	311.759 1,530,277 154,785 20,000 62,500 167,500 er ann. pr 11 10 2	351,452 73,464,175 590,000 348,622 230,256 676,644 22 154 27 154 27	11,895 2 40,993 6 8,509 6 5,401 27,132 ent 27,132 Ce. Louis Mor Mel. Med. Med. Nea	14,876 81,482 18,414 13,856 55,752 NAME Of ghborou amouths ton Mov sey and celesfield	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gh. eire. vbray. Irwell.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0	82 93 50 39 100 55 3 29 37 16 25 50 100 Num. of shares. 70 2,409 250 3,000 247	Central Lyons Orlea: Paris Paris Paris Paris Paris 1421 100 100 100 100	and Armount paid.  Amount paid.  1421 100 100 100	once vignon s & Bor ons eans eans Div.p.e. per ann 70 10 10 21 17	Last price. 1140 160 117. 15 365	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 Presen price. 160 117
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation St Western Steam Pa Metropolitan Wood Pav.  15,000	. 19 . 88 . 30 . 25 . 20 yy 28 iscell m't.of share. 10	1,150,000 2,996,000 465,000 519,150 1,062,500 ancous. Amount D paid. 10 18 35 14 100 6	311.759 1,530,277 154,785 20,000 62,500 167,500 Niv. p.c. I er ann. I 10 2 2	951,455 73,464,175 64 1590,000 1348,622 10230,250 1676,644 24 154 27 156 168 168 178 178 178 178 178 178 178 178 178 17	11,895 40,993 8,509 8,509 1 27,132 ent Process Lough More Med Mer Mac Nea	14,876 81,482 18,414 13,856 55,752 NAME Of ghborou mouthston Mov sey and ecclesfield th	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gheire	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0	82 93 50 39 100 55 3 29 37 16 25 50 50 100 Num. of shares. 70 2,409 250 500 3,000 247 1,786	Centry Lyons Orlea: Paris Paris Paris Paris Paris 1421 100 100 100 100 100	and of Frank Amount paid.  Amount paid.  1421 100 100 100 100 100	ance vignon s & Bor ons eans uen 70 10 10 10 11 17 30	Last price. 1140 160 117. 15 365 505	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00 Presen price 160 117 15 365
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint Anti Dry Rot Australian Trust Company General hteam Navigation St Western Steam Pa. Metropolitan Wood Pav Patent Elastic Pav 15,000 10,000	. 19 . 88 . 30 . 25 . 20 . 28 iscell m't.of share. 10 10	1,150,000 2,996,000 465,000 1519,150 1,062,500 2,000 1,062,500 2,000 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,5	311.759 1,530,277 154,785 20,000 62,500 167,500 Niv. p.c. I er ann. I 10 2 2	951,455 73,464,175 590,000 0 348,622 0 230,250 0 676,644  154 2 154 27 5 6 11	11,895 2 40,993 3 40,993 6 5,401 1 27,132 27,132 1 27,132 Mori Mer Mac Nea Oxfo	14,876 81,482 118,414 13,850 55,752 NAME Of ghborou amouthston Movesey and celesfield thord.	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gheire vbray Irwell	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 3 29 37 16 25 50 50 100 Num. of shares. 70 2,409 250 3,000 247 1,786 21,418	Centry Lyons Orlea: Paris Paris Paris Paris Paris 142‡ 100 100 100 100 100 33‡	and of Frank American	ance vignon s & Bor ons eans  Div. p.c. per ann 70 10 10 10 21 17 30 21	Last price. 1140 160 117. 15 365 505 25	1,280,00 2,400,00 2,000,00 1,600,00 1,400,00 1,400,00 11,7 15 365
Sheffield and Manchester. South Eastern. Faff Vale Ulster. Varmouth and Norwich. Vork and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint	. 19 . 88 . 30 . 25 . 20; yy 28 iscell m't. of share. 10 . 15	1,150,000 2,996,000 465,000 465,000 519,150 1,062,500  a.meous.  Amount L paid. p 10 18\frac{1}{2} 35 14 100 6 1 50	311,759 1,530,277 154,785 20,000 62,500 167,500 167,500 100, p.c. 1 precann. 13 10 2 2 5 7 6	951,455   73,464,175   590,006   348,622   230,256   676,644   25   25   25   27   27   56   61   11   41   65	11,895 2 40,993 8 5,509 6 5,401 1 27,132 	14,876 81,482 118,414 13,856 55,752 NAME Of ghborou amouthston Mov sey and celesfield th	O 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gh. eire. vbray Irwell.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0	82 93 50 39 100 55 3 29 37 16 25 50 50 100 Num. of shares. 70 2,409 250 3,000 247 1,786 21,418 500	Central Lyons Orleas Paris Paris Paris Paris Paris 100 100 100 100 100 133 125	and Armond Armond Armond Lyand Orland Ro  Amount paid.  1421 100 100 100 100 100 331	ance vignon . s & Bor ons	Last price. 1140 117. 15 365 505 925 120	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00 1,400,00 117 15 365 25 120
Sheffield and Manchester. South Eastern. Faff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Seneral hteam Navigation St Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Deninsular and Oriental. Ditto.  10,000 11,493 12,000 11,493 13,200	. 19 . 88 . 30 . 25 . 20 . 28 iscell m't.of share. 10 10	1,150,000 2,996,000 465,000 1519,150 1,062,500 2,000 1,062,500 2,000 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,5	311.759 1,530,277 154,785 20,000 62,500 167,500 20,000 167,500 20,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10	951,455 73,464,175 590,000 0 348,622 0 230,250 0 676,644  154 2 154 27 5 6 11	11,895 2 40,993 6 8,509 6 5,401 1 27,132 ent 27,132 Mori Medi Medi Medi Medi Medi Medi Medi Med	81,4876 81,482 18,414 13,850 55,752 NAME Of ghborou imouthston Mov sey and celesfield thord ents or l popshire	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gh. eire. vbray. Irwell.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0	82 93 50 39 100 55 329 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000 247 1,786 21,418 500 800	Central Lyons Orlean Paris Paris Paris Paris 100 100 100 100 100 133 155 150	and Amount paid.   Amount paid.   1421   100   100   100   100   100   331   125   150	ance vignon . s & Bor ons eans eans 70 10 10 10 21 17 30 21 6 71	Last price. 1140 160 117. 15 365 505 25 120 123	1,280,00 2,400,00 2,000,00 1,600,00 1,600,00 1,400,00 117 15 365 25 120 123
Sheffield and Manchester. South Eastern. Faff Vale.  Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation Et Western Steam Pa. Metropolitan Wood Pav. Patent Elastic Pav. Peninsular and Oriental. Colytechnic Institution  Num. of Ashares. 10,000 10,000 11,493 3,200	. 19 . 88 . 30 . 25 . 20 by 28 iscell m't. of share. 10 . 15 . 10 . 50 50	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.  Amount L paid. 10 18 35 14 100 6 1 50 40	311.759 1,530,277 154,785 20,000 62,500 167,500 100, p.c. 1 er ann. 11 3 10 2 2 5 7 6 6	951,455 73,464,175 6444,175 6444 230,250 676,644	11,895 240,993 8,509 5 5,401 27,132 ent 1 ent 27,132 Mer Mac Mer Mac Nea Oxfi Reg Shr Shr Staff	14,876 81,482 18,414 13,850 55,752 NAME Of ghorou mouths ton Movesey and celesfield the correction of the correct coford and correct coford and	0 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gheire vbray Irwell	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50 100 Num. of shares. 700 2,409 250 500 3,000 247 1,786 21,418 500 800 700	Central Lyons Orlead Paris Paris Paris Paris 1421 100 100 100 100 100 155 125 140	and Amount paid.    Amount paid.   1421   100   100   100   100   100   125   125   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140   140	ance vignon . s & Bor ons eans eans eans Div. p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25	Last price. 1140 160 117 . 15 365 505 25 120 123 480	1,280,00 2,400,00 2,000,00 1,600,00 1,600,00 1,400,00 Presen price. 160 117 15 365 120 123 480
Sheffield and Manchester. South Eastern. Faff Vale. Ulster. Varmouth and Norwich. Vork and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Seneral hteam Navigation St Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Deninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc South Eastern Packet. 15,000 11,493 2,300 201 201 201 201 201 201 201 201 201 2	19 88 30 25 20 y 28 iscell m't.of share. 10 1 50 50 00 00	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.  Amount D paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100	311,759 1,530,277 154,785 20,000 62,500 167,500  100 100 100 100 100 100 100 100 100	951,455 3,464,175 3,464,175 3,48,626 930,256 676,644	11,895 240,993 3 8,509 5 8,509 5 5,401 27,132 ent	14,876 81,482 18,414 13,850 55,752 NAME Of ghborou mouths ton Mov sey and celesfield th ord popshire earst co ford and ewsbury.	o 10 6 i 0 0 0 15 0 2 10 0 F COMPAN gh. eire. vbray Irwell.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50 50 100 Num. of shares. 70 2,409 250 500 3,000 247 1,786 21,418 500 800 700 500	Central Lyons Orlea Paris Paris Paris Paris 1421 100 100 100 100 331 125 150 140 125	and Armonic and Lyand Orland Ro  Amount paid.  1421 100 100 100 100 331 125 150	ance vignon vignon s & Bor ons eans eans Div. p.e. per aun. 70 10 10 21 17 30 21 6 75 12	Last price. 1140 160 117. 15 365 505 25 120 123 480 230	1,280,00 2,400,00 2,000,00 1,600,00 1,400,00 1,400,00 117 15 365 120 123 480 230
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Seneral hteam Navigation St Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Deninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc. South Elaster Packet. 15,000 11,493 2,300 15,3871 15,000	19 88 30 25 20 y 28 iscell m't.of share. 10 1 50 50 00 00	1,150,000 2,996,000 465,000 465,000 519,150 1,062,500  meous.    Amount   paid.   paid	311.759 1,530,277 154,785 20,000 62,500 167,500 100, p.e. 1 per ann. 1 10 2 2 5 7 6 41 10	951,455 73,464,175 6444,175 6444 230,250 676,644	11,895 2 40,993 3 8,509 5 5,401 27,132  ent	81,4876 81,482 18,414 13,850 55,752 NAME Of ghborou mouths ton Mov sey and celesfield thord ppshire derset co ford and ewsbury.urbridge	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gh eire vbray Irwell	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 329 37 16 25 50 100 2,409 250 500 3,000 900 247 1,786 21,418 500 800 700 500 300 300 300 300 300 300 300 300 3	Centry Lyons Orlea Paris Paris Paris Paris 1421 100 100 100 100 100 100 1125 1150 1140 1125	and Anount paid. 1421 100 100 100 100 100 125 150 140 1425 145	ance vignon . s & Bor ons	Last price. 1140 160 117 . 15 365 505 25 120 123 480	1,280,00 2,400,00 2,000,00 1,600,00 1,600,00 1,400,00 Presen price. 160 117 15 365 120 123 480
Sheffield and Manchester. South Eastern. Faff Vale Ulster. Varmouth and Norwich. Vork and N. Mid, and Leeds and Selb  Steam and M.  NAME OF COMPANY. Anglo Mexican Mint Anti Dry Rot	19 88 30 25 20 25 20 15 cell m't. of share. 10 1 1 50 50 00 00 25	1,150,000 2,996,000 465,000 465,000 1,062,500 1,062,500 2,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500 1,062,500	311.759 1,530,277 154,785 20,000 62,500 167,500  10. 2 10. 3 10. 2 5 7 7 6 4 10. 3	951,455 3,464,175 3,464,175 3,48,626 930,256 676,644	11,895   40,993   8,509   5,401   27,132   ent   1   ent   Mer   Mer   Mer   Mer   Mer   Mer   Mer   Shr   Shr   Stor   Stor   Stor	14,876 81,482 18,414 13,856 55,752 NAME Of ghborou amouths ton Mov sey and celesfield the certs or described and exclusive cord.  Lerset coford and exessury, urbridge unwater and exessury arbridge unwater and exessury.	o 10 6 i 0 0 0 15 0 2 10 0 F COMPAN gh. eire. vbray Irwell.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50 100 700 2,409 250 500 3,000 247 1,786 21,418 500 700 500 300 200	Central Lyons Orlea Paris Pari	and Armonic and Lyand Orland Ro  Amount paid.  1421 100 100 100 100 331 125 150	ance vignon . s & Bor ons eans eans eans Div. p.c. per ann 70 10 10 10 21 17 30 21 6 71 25 12 14 19	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360	1,280,00 2,400,00 2,000,00 1,600,00 1,400,00 1,400,00 117 15 365 120 123 480 230
Sheffield and Manchester. Faff Vale Ulster. Varmouth and Norwich. Vork and N. Mid, and Leeds and Selb  Steam and M.  NAME OF COMPANY. Anglo Mexican Mint. Anglo Mexican Mint. Australian Trust Company General hteam Navigation St Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet South Western Steam South Weste	. 19 88 88 25 25 25 200 28 iscell 10 15 50 550 25 10 20 25 10	1,150,000 2,996,000 465,000 465,000 519,150 1,062,500  meous.    Amount   paid.   paid	311.759 1,530,277 154,785 20,000 62,500 167,500  or ann. 11 20 5 7 6 41 10 3 11 3 10 2 5 7 6 41 10 3	951,455 73,464,175 590,000 348,626 9230,256 676,644 154 27 5 64 14 65 104 66 37	11,895   40,993   40,993   8,509   5,401   27,132   Mor   Mel   Mer   Mac   Nea   Nea   Oxfa   Staff   Staff	81,4876 81,482 18,414 13,850 155,752 NAME Of ghborou amouths ton Movesey and telesfield the cord.  eerset coford and ewsbury arbridge budwater ansea.	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gh eire vbray Irwell	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0	82 93 50 39 100 55 329 37 16 25 50100 Num. of shares. 700 2,409 250 500 3,000 247 1,786 21,418 500 800 500 500 300 500 500 500 500 500 500 5	Central Lyons Orlea Paris Pari	and Armount paid.    Amount paid.   1421   100   100   100   100   125   140   125   145   150   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon . s & Bor ons eans eans Div. p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15	Last price. 1140 160 117. 15 365 505 25 120 123 480 230	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,17 15 365 120 123 480 230 360
Sheffield and Manchester. Faff Vale Ulster. Varmouth and Norwich. Vork and N. Mid, and Leeds and Selb  Steam and M.  NAME OF COMPANY. Anglo Mexican Mint. Anglo Mexican Mint. Australian Trust Company General hteam Navigation St Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet South Western Steam South Weste	19 88 88 25 25 20 20 28 20 110 110 1 1 5 50 50 00 00 00 5 50 50 10 50 50	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.  Amount L paid. 10 18 15 14 100 6 1 50 100 60 57 1	311.759 1,530,277 154,785 20,000 62,500 167,500  or ann. 11 20 5 7 6 41 10 3 11 3 10 2 5 7 6 41 10 3	951,455 73,464,175 590,000 348,626 9230,256 676,644 154 27 5 64 14 65 104 66 37	11,895   40,993   6,5401   27,132   27,132   Mor   Mel   Mer   Mac   Nea   Nea   Som   Staf   Shre   Swa   Swa   Sev	81,4876 81,4820 18,414 13,850 155,752 NAME Of the mount o	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gh eire vbray Irwell Worcest	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50100 Num. of shares. 700 2,409 250 500 3,000 247 1,786 21,418 500 800 500 500 300 500 500 500 500 500 500 5	Centry Lyons Orlead Paris Pari	and Amount paid. 1421 100 100 100 100 125 145 145 150	ance vignon . s & Bor ons eans eans eans Div. p.c. per ann 70 10 10 10 21 17 30 21 6 71 25 12 14 19	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,17 15 365 120 123 480 230 360
Sheffield and Manchester   South Eastern   Faff Vale   Ulster   Varmouth and Norwich   Vork and N. Mid, and Leeds and Selb   Steam and M.	19 88 80 25 20 20 20 28 iscell m ² t. of 10 10 10 10 10 10 10 10 10 10 10 10 10	1,150,000 2,996,000 465,000 465,000 1,062,500  a.meous.  Amount I. paid. p 10 18\frac{1}{2} 35 14 100 6 1 50 40 100 60 5 7 1 50	311.759 1,530,277 154,785 20,000 62,500 167,500  or ann. 11 20 5 7 6 41 10 3 11 3 10 2 5 7 6 41 10 3	951,455 73,464,175 590,000 348,626 9230,256 676,644 154 27 5 64 14 65 104 66 37	11,895   4,993   6,5491   27,132   27,132   127,132   Meli Mer Mac Nea Oxfo Nea Ox	81,4876 81,4820 18,414 13,850 155,752 NAME Of ghborou amouths ton Mov sey and ceclesfield th orderrset co ford and ewsbury. Irrbridge undwater ansea ern & Vent and Mammes an mammes and Mam	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gheire. vbray. Irwell. Loncon.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 29 37 16 25 50100 Num. of shares. 700 2,409 250 500 3,000 247 1,786 21,418 500 800 500 500 3,763 2,763 2,863 8,148	Centry Lyons Orlea Paris Paris Paris Paris Paris 1421 100 100 100 100 100 100 100 100 125 145 145 150 100 194	and Armount paid.    Amount paid.   1421   100   100   100   100   125   125   145   150   100   261   50   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191   191	ance vignon . s & Bor ons eans eans eans Div. p.c. per ann 70 10 10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,7
Sheffield and Manchester. South Eastern. Faff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leeds and Selb  Steam and M  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation St Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Deninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc. Reversionary Int. Soc. South Western Steam South Western Steam South Western Steam South Western Steam Ship Owners' Towing Thames Tunnel. University College  Can  Ashby de la Zouch  1,432	19 88 80 25 20 20 20 28 iscell m ² t. of 10 10 10 10 10 10 10 10 10 10 10 10 10	1,150,000 2,996,000 465,000 465,000 1,062,500  a.meous.  Amount I. paid. p 10 18\frac{1}{2} 35 14 100 6 1 50 40 100 60 5 7 1 50	311.759 1,530,277 154,785 20,000 62,500 167,500 10. pc. 1 er ann. 11 3 10 2 5 7 6 4 1 10 1	951,455 73,464,175 6590,000 348,622 9230,250 676,644	11,895   40,993   40,993   8,509   5,401   27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1	81,4876 81,482 18,414 13,856 155,752 NAME Of the service of the se	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gh eire vbray Irwell Loncon al Worcest	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50 100 Num. of shares. 700 2,409 250 500 3,000 247 1,786 21,418 500 800 500 300 500 3,768 2,600 2,600 2,600 2,600 2,600 2,600 2,600 3,768 2,600 2,600 2,600 3,768 2,600 3,768 2,600 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768 3,768	Centry Lyons Orlea Paris Paris Paris Paris Paris 1421 100 100 100 100 100 100 100 125 145 145 150 100 125 145 150 100 100 100 100 100 100 100 100 10	and An Annount and Lyand Orland Ro  Amount paid.  1421 100 100 100 100 100 100 100 125 145 150 145 150 191 100 191	ance vignon . s & Bor ons	Last price. 1140 160 117. 15 365 505 120 123 480 360 240 30 495 10 167	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,17 15 365 120 123 480 230 360
Sheffield and Manchester.   Shouth Eastern.   Taff Vale     Ulster.   Yarmouth and Norwich.	. 19 . 88 . 30 . 25 20) y 28	1,150,000 2,996,000 465,000 465,000 519,150 1,062,500  a.meous.  Amount I.  paid. p 10 18\frac{1}{2} 35 14 100 6 1 50 40 100 60 5 7 1 50 100  av. 100	311.759 1,530,277 154,785 20,000 62,500 167,500  107,500  10 2  5 7 6 44 10 1 11 11 11 11 11 11 11 11 11 11 11 1	951,455 73,464,175 6,590,000 348,626 9230,256 676,644 154 164 104 164 37 15 154 104 104 104 104 104 104 104 104 104 10	11,895   240,993   8,509   5,401   27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132   1 27,132	81,4876 81,482 18,414 13,856 155,752 NAME Of the service of the se	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gheire. vbray. Irwell. Loncon.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50 100 70 2,409 250 500 3,000 247 1,786 21,418 500 800 700 500 3,000 800 700 500 800 700 500 800 700 500 800 700 800 700 800 800 800 8	Centry Lyons Orlea Paris Paris Paris Paris Paris Am't of share 1424 100 100 100 100 100 100 125 150 145 150 126 150 191 100 100 100 100	and An Annount and Lyand Orland Ro Annount paid. 1421 100 100 100 100 100 125 150 145 150 191 100 100 100 100 100 100 100 100 10	ance vignon . s & Bor ons	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,17 15 365 120 123 480 230 360
Sheffield and Manchester.   South Eastern.   Taff Vale   Ulster.   Yarmouth and Norwich.   York and N. Mid, and Leeds and Selb     Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   10,000   Anti Dry Rot.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,00	. 19 . 88 . 30 . 25 . 20 . 29 . siscell m ⁷ t. 00 . 15 . 10 . 10 . 10 . 10 . 10 . 10 . 10 . 118 . 113 . 100 . 118 . 118	1,150,000 2,996,000 465,000 465,000 519,150 1,062,500  meous.    Amount   paid.   paid	311.759 1,530,277 154,785 20,000 62,500 167,500  7 10 2 5 7 6 10 10 1 11 11 11 11 11 11 11 11 11 11 1	951,455 73,464,175 65,590,000 348,626 9230,256 676,644	11,895	NAME Of the series of the seri	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAR gh eire vbray Irwell Loncon al Worcest	nihil. 2 2 0 6 5 0 8 nihil. 10 0 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50100 700 2,469 250 500 3,000 247 1,786 21,418 500 500 300 200 533 3,765 2,600 8,148 1,000 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,980 1,9	Centry Lyons Orlea Paris Paris Paris Paris Am't. of share 1421 100 100 100 100 100 125 150 140 125 145 150 100 101 100 100 100 100 100 100 10	and Amount paid.    Amount paid.   1421   100   100   100   125   150   145   150   191   100   100   261   50   191   100   100   261   50   191   100   100   261   50   191   100   100   100   261   50   191   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon . se Bor eans eans eans Div.p.e. per ann 70 10 10 10 21 17 30 21 6 6 71 25 11 11 15 5 1 65 101 81	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 495 10 167 122	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,17 15 365 120 123 480 230 360 10
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Warmouth and Norwich.   Steam and Mile   Manchester   Manc	19 8 8 8 9 25 25 20 10 10 10 10 10 10 10 10 10 10 10 10 10	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.  Amount P paid. 100 6 1 150 40 1100 60 5 71 50 100  av. 1100 79 1100	311.759 1,530,277 154,780 62,500 62,500 167,500 62,500 107,500 200 107,500 10 200 10 10 10 10 10 11 10 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15	951,455   73,464,175   590,000   348,626   230,256   676,644   154   27   556   154   27   568   141   104   163   37   37   568   141   163   37   37   37   37   37   37   37   3	11,895	81,4876 81,4820 18,414 13,850 155,752 NAME Of ghborou amouths ton Move sey and celesfield the ce	o 10 6 1 0 0 1 0 0 1 5 0 2 10 0 F COMPAR gh. eire. vbray. Irwell. Loncon. al. Worcest Wersey. d Medwand Birmin nd Napto	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50 100 Num. of shares. 70 2,409 250 500 3,000 247 1,786 21,418 500 800 500 3,765 2,609 500 3,765 2,609 500 500 500 500 500 500 500 5	Centri Lyons Orlea Paris Paris Paris Paris 1421 100 100 100 100 100 100 100 100 125 145 145 145 145 150 100 100 261 191 100 100 261 191 100 100 261 191 100 100 100 100 100 100 100 100 10	and Amount paid.    Amount paid.   1421   100   100   100   125   150   145   150   191   100   100   261   50   191   100   100   261   50   191   100   100   261   50   191   100   100   100   261   50   191   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon . se Bor eans eans eans Div.p.e. per ann 70 10 10 10 21 17 30 21 6 6 71 25 11 11 15 5 1 65 101 81	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,7
Sheffield and Manchester   South Eastern   Faff Vale   Ulster   Varmouth and Norwich   York and N. Mid, and Leeds and Selb   Steam and Mid   NAME OF COMPANY   Shares   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,0	. 19	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.  Amount D paid. 100 6 1 50 40 100 60 5 71 50 100  av. 100 79 100 100	311.759 1,530,277 154,785 20,000 62,500 167,500  107,500  10 2  3 10 2  5 7 6 44 10 11 14 18 10 15 12 20 30	951,455 73,464,175 6,590,000 348,626 9230,256 64 154 27 154 27 5 64 104 65 104 66 160 160 160 160 160 163 134 135 155	11,895	81,4876 81,482 18,414 13,856 155,752 NAME Of the separation of the	o 10 6 i 0 0 o 15 0 2 10 0 F COMPAN gh. eire. vbray. Irwell. Loncon. al. Worcest Worcest d Medway nd Birmin nd Napto	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50 100  Num. of shares. 700 2,409 250 500 3,000 24,71 1,786 21,418 500 800 20,500 3,760 2,600 8,144 300 800 988  Water 4,403	Centry Lyons Orlea Paris Paris Paris Paris Paris Paris Interpretation Interpretat	and An Annount and Lyand Orland Ro Annount paid. 1421 100 100 100 100 100 100 125 150 150 191 100 100 100 100 100 100 100 100 10	ance vignon . s & Bor lons	Last price. 1140 160 117. 15 365 505 120 123 230 360 240 30 495 10 167 122	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,17 15 365 120 123 480 230 300 10
Sheffield and Manchester.   South Eastern.   Taff Vale   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   10,000   Anti Dry Rot   10,000   5,700   20,000   3,000   3,200   Peninsular and Oriental   1,493   15,000   11,493   15,000   11,493   15,000   11,493   15,000   11,493   15,000   11,493   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,000   15,0	19 88 30 25 20 29 15 16 10 10 15 10 10 15 11 13 10 11 11 11 11 11 11 11 11 11 11 11 11	1,150,000 2,996,000 465,000 465,000 1,062,500  a.meous.  Amount I. paid. 10 18\frac{1}{2} 35 14 100 6 1 50 40 100 60 5 7 7 1 50 100  av. 100 79 100 100 do.	311.759 1,530,277 154,785 20,000 62,500 167,500  107,500  10 2 5 7 6 4 1 10 1 1 1 1 1 1 20 3 2 4 1 1 1 20 3 2 2 4 2 2 3 2 3 2 3 4 1 2 3 3 3 4 1 3 4 1 3 4 1 4 1 2 4 1 2 3 3 4 1 3 4 1 3 4 1 4 1 4 1 4 1 2 4 2 3 3 4 2 4 2 3 3 4 2 4 2 3 3 4 2 4 2	951,455 73,464,175 5,590,000 348,626 9230,256 676,644	11,895	81,4876 81,482 18,414 13,856 155,752 NAME Of the service of the se	o 10 6 1 0 0 0 15 0 2 10 0 F COMPAN gh. eire. vbray Irwell. Loncon. al. Worcest Why & Ra Mersey. d Medway nd Birmind Napto n. n. tion.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50 100 70 2,409 250 500 3,000 900 21,418 500 300 300 300 300 300 300 500 41,786 500 500 500 500 800 700 500 800 700 500 800 700 800 700 800 700 800 8	Centry Lyons Orlea Paris Paris Paris Paris Paris Am't of share 142‡ 100 100 100 100 100 100 100 100 100 10	and Amount paid.    Amount paid.   1421   100   100   100   125   150   145   150   191   100   100   261   50   191   100   100   261   50   191   100   100   261   50   191   100   100   100   261   50   191   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon vignon s& Bor ons eans	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,7
Sheffield and Manchester.   Soouth Eastern.   Taff Vale   Ulster.   Yarmouth and Norwich.   York and N. Mid, and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Num. of shares.   Anglo Mexican Mint.   10,000   Australian Trust Company   Some ral hteam Navigation   St Western Steam Pa   Metropolitan Wood Pav.   15,000   Patent Elastic Pav.   10,000   Polytechnic Institution   11,493   Ditto.   3,200   Polytechnic Institution   Reversionary Int. Soc.   5,387   R. Mail Steam Packet   15,000   South Western Steam   4,000   South Western Steam   4,000   Thames Tunnel.   4,000   Name of the part of t	19 88 30 25 20 29 28 iscell m ⁷ t. of 10 11 5 10 00 00 00 25 10 00 00 00 00 00 00 00 00 00 00 00 00	1,150,000 2,996,000 465,000 519,150 1,87,500 1,062,500  ameous.  Amount paid. 10 18½ 35 14 100 6 1 150 40 100 60 57 7½ 50 100 100 do. do.	311.759 1,530,277 154,785 20,000 62,500 167,500  10 22 5 7 6 10 2 11 11 11 11 11 12 11 12 12 13 10 1 11 11 11 11 12 13 10 1 14 18 11 10 1 11 12 20 36 22 21 29 91	951,455 73,464,175 65,590,000 348,626 9230,256 676,644	11,895   40,993   40,993   5,401   27,132   27,132   Mor   Mer   Mac   Nea   Nea   Strot   S	81,4876 81,4820 18,414 13,850 155,752 NAME Of ghborou amouths ton Movey and colesfield the correct coford and emission with the correct coford and emission with the correct coford and emission with the correct coford and emission and Juncov River	o 10 6 1 0 0 1 0 0 1 0 0 1 1 0 2 10 0 2 10 0 F COMPAR The company Irwell.  Loncon al. Worcest Worcest Mersey d Medway nd Birmin nd Napto  Loncon L. B. An	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	82 93 50 39 100 55 329 37 16 25 50100  Num. of shares.  70 2,409 250 500 3,000 247 1,786 21,418 500 00 300 300 200 533 3,762 2,600 8,148 -,000 4,433 5,500 1,500	Centri Lyons Orlea Paris Paris Paris Paris Paris Am't. of share 142‡ 100 100 100 100 100 100 100 100 100 10	and Armount paid.   Amount paid.   1421   100   100   100   100   125   150   145   150   191   100   261   50   191   100   100   261   50   192   100   41 2-3   25   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   41 2-3   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon vignon s& Bor ons eans	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 167 122 28 223 88	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,100,00 1,100,00 117 15 365 120 123 480 230 10 240 30 10
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Warmouth and Norwich.   York and N. Mid, and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   Anti Dry Rot.   Australian Trust Company   Seneral hteam Navigation Gt Western Steam Pa.   Metropolitan Wood Pav.   15,000   Polytechnic Institution   11,493   Ditto.   3,200   Polytechnic Institution   Reversionary Int. Soc.   5,3871   South Western Steam   4,000   Ship Owners' Towing   3,000   Thames Tunnel.   4,000   Can   Ashby de la Zouch   1,432   Barnsley   1,500   Can   Coventry.   Cromford.   600   Coventry.   Cromford.   600   Crewash   231   Crewash   231   Creman   Cromford.   Cromford	19	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.    Amount   Epaid.   Paid.   Pa	311.759 1,530,277 154,780 62,500 167,500 62,500 167,500 10 2 10 2 5 7 6 41 10 1 10 1 10 1 20 36 224 25 9 10 32 44	951,455   73,464,175   590,000   348,626   230,256   676,644   154   27   56   154   27   5   68   14   104   65   37   5   68   18   18   18   18   18   18   18   1	11,895	14,876 81,482 18,414 13,856 155,752 NAME Of the service of the ser	o 10 6 i 0 0 i 0 0 i 0 0 i 15 0 i 2 10 0 i 2 10 0 i 2 10 0 i 2 10 0 i 3 i 4 i 5 i 6 i i 6 i 7 i 7 i 7 i i 7 i 7 i 7 i 7 i i 7 i 7	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50 100 700 2,409 250 500 3,000 247 1,786 21,418 500 800 500 3,765 2,60 9,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00	Centri Lyons Orlea Paris Paris Paris Paris 1421 100 100 100 100 100 100 100 100 100 1	and Amount paid.    Amount paid.   1421   100   100   100   100   125   145   150   145   150   100   261   50   191   100   100   261   50   191   100   261   50   191   100   261   30   41 2-3   30   30   100   41 2-3   30   100   41 2-3   30   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon vignon s& Bor ons eans	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57	1,280,00 2,400,00 2,000,00 2,500,00 1,600,00 1,400,00 1,400,00 117 15 365 120 123 480 230 360 10 28 225 90
Sheffield and Manchester.   South Eastern.   Taff Vale   Ulster.   Yarmouth and Norwich.   York and N. Mid, and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,00	19 88 80 25 20 29 15 10 10 15 10 15 10 15 10 10 15 10 11 15 10 10 11 11 11 11 11 11 11 11 11 11 11	1,150,000 2,996,000 465,000 465,000 1,062,500  a.meous.  Amount I. paid. p 10 18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100 79 100 do. do. do. 40½	311.759 1,530,277 154,785 20,000 62,500 167,500  107,500  10 2  5 7 6 4 1 10 1 14 18 10 15 14 18 10 15 120 32 24 25 9 10 32 44 4 44	951,455 73,464,175 5,590,000 348,626 9230,256 64 154 27 71 27 5 64 104 65 105 60 160 160 160 160 160 160 160 160 160	11,895	standard in the standard in th	o 10 6 1 0 0 0 15 0 2 10 0  F COMPAN gh eire vbray Irwell  Loncon al Worcest Why & Ra Mersey d Medway and Birmin nd Napto n L. B. Am. and Salfot. S. Lond.	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50 100 2,409 250 500 3,000 247 1,786 21,418 500 500 300 203 3,765 2,600 8,145 5,000 8,145 5,000 8,145 5,000 8,145 1,000 8,145 1,000 8,145 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	Centri Lyons Orlea Paris Paris Paris Paris Paris 142‡ 100 100 100 100 100 100 100 125 145 150 125 145 150 19‡ 100 100 100 26‡ 25 100 100 100 26‡ 25 100 100 100 26‡ 25 100 100 100 26‡ 25 100 100 100 100 100 100 100 100 100 10	and An Annount and Lyand Orland Ro Annount paid. 1421 100 100 100 100 100 100 125 150 145 150 190 100 100 100 100 100 100 100 100 10	ance vignon . s & Bor ons	Last price. 1140 160 117. 15 365 505 120 123 480 360 240 30 495 10 167 122 223 88 57 55	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,100,00 1,100,00 117 15 365 25 120 123 480 230 360 10
Sheffield and Manchester.   South Eastern.   Taff Vale   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   10,000   Anti Dry Rot.   10,000   5,700   5,700   20,000   Gt Western Steam Pa.   15,000   20,000   Gt Western Steam Pa.   15,000   11,493   10   10   11,493   10   10   11,493   10   10   10   10   10   10   10   1	19 8 8 30 25 20 29 28 20 29 28 20 20 20 20 20 20 20 20 20 20 20 20 20	1,150,000 2,996,000 465,000 465,000 187,500 1,062,500  ameous.  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Amount paid.   1421   100   100   100   100   125   145   150   145   150   100   261   50   191   100   100   261   50   191   100   261   50   191   100   261   30   41 2-3   30   30   100   41 2-3   30   100   41 2-3   30   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon vignon s& Bor ons eans	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,700,00 1,400,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,7
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid, and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   10,000   Anti Dry Rot.   10,000   Anti Dry Rot.   20,000   Steam Navigation   5,700   Company   20,000   Compa	19	1,150,000 2,996,000 465,000 519,150 1,87,500 1,062,500  aneous.    Amount   Declaration   Declaratio	311.759 1,530,277 154,750 62,500 167,500 62,500 167,500 20 10 20 10 20 10 21 11 11 11 12 11 12 11 12 12 13 14 18 11 10 11 11 12 12 13 14 18 17 18 18 19 10 10 11 11 11 11 11 12 12 13 14 18 18 17 18 18 18 19 10 10 11 11 11 12 12 13 14 18 18 18 19 10 10 11 11 11 12 12 13 14 18 18 18 19 10 10 11 10 11 11 11 12 12 13 14 18 18 18 19 10 10 11 11 11 12 12 13 14 18 18 18 18 18 18 18 18 18 18 18 18 18	951,455   73,464,175   590,000   348,626   230,256   676,644   154   27   556   154   27   568   618   618   638   638	11,895	81,4876 81,4820 18,414 13,850 155,752 NAME Of the second mouths ton Move sey and celesfield the second move sey and cents or lopshire. Lord and sew bury urbridge budwater ansea  ern & Vent and Mames and minghar t Londo md Juncov River nechester uxhall, lest Midd	o 10 6 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50100 700 2,409 250 500 3,000 21,718 500 300 300 503 3,762 2,600 4,433 5,500 4,433 5,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	Centri Lyons Orlea Paris Paris Paris Paris Paris Am't. of share 142‡ 100 100 100 100 100 100 100 100 100 10	and Annount paid.    Amount paid.   1421   100   100   100   100   125   150   145   150   191   100   100   100   100   105   100   105   100   105   100   105   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon . se Bor ons	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 495 10 167 122 28 283 88 57 555 126	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,100,00 1,1
Sheffield and Manchester   South Eastern   Faff Vale   Ulster   Warmouth and Norwich   Work and N. Mid, and Leeds and Selb   Steam and M.   NAME OF COMPANY   Steam and M.   Name of company   Shares   Anglo Mexican Mint   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,00	19 8 8 8 8 9 25 25 20 10 10 10 10 10 10 10 10 11 10 11 11 11	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.    Amount   Declaration   Decla	311.759 1,530,277 154,785 20,000 62,500 167,500  10 2 10 2 10 2 11 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18	951,455   73,464,175   590,000   348,626   230,256   676,644   71   27   56   151   27   5   151   27   61   151   27   62   161   27   63   161   27   64   161   27   64   161   27   65   161   27   66   161   27   67   161   27   68   88   88	11,895	standard in the control of the contr	o 10 6 i 0 0 i 0 0 i 0 0 i 15 0 i 2 10 0 i 2 10 0 i 2 10 0 i 2 10 0 i 3 i 4 i 5 i i 6 i 7 i 7 i i 7 i 7 i 7 i i 7 i 7 i 7 i i 8 i 8 i 7 i i 8 i 8 i 8 i i 8 i 8 i 8 i i 9 i 9 i 9 i i 10 i	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50100 700 2,409 250 500 3,000 21,718 500 300 300 503 3,762 2,600 4,433 5,500 4,433 5,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	Centri Lyons Orlea Paris Paris Paris Paris 142‡ 100 100 100 100 100 100 100 100 100 10	and An Annount and Lyand Orland Ro Annount paid. 1421 100 100 100 100 100 100 125 150 145 150 190 100 100 100 100 100 100 100 100 10	ance vignon vignon s& Bor ons eans eans	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 288 577 555 126	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 117 15 365 25 120 123 480 230 360 10 28 28 225 90
Sheffield and Manchester.   South Eastern.   Taff Vale   Ulster.   Yarmouth and Norwich.   York and N. Mid, and Leeds and Selb   Steam and M.   NAME OF COMPANY.   Anglo Mexican Mint.   10,000   Anti Dry Rot   10,000   5,700   20,000   3,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   3,200   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000	19 8 8 30 25 20 29 28 iscell m ³ t. of 10 15 50 50 00 do.	1,150,000 2,996,000 465,000 465,000 19,662,500  ameous.  Amount L paid. 100 60 1 100 60 5 7 1 50 100  av. 100 79 100 100 do. do. do. do. do. do. 150	311.759 1,530,277 154,785 20,000 62,500 167,500  10 2 10 2 10 2 11 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 10 15 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 11 18 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Amount paid.   1421   100   100   100   100   125   150   145   150   191   100   100   100   100   105   100   105   100   105   100   105   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon . s & Bor ons	Last price. 1140 160 117. 15 365 505 120 123 480 360 240 30 495 10 167 122 223 88 57 55 126	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,100,00 1,100,10 15 365 120 123 480 360 10 28 225 90 57 555 127
Steam and Manchester	19 8 8 30 25 20 29 28 iscell m ⁷ t. of 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,150,000 2,996,000 465,000 519,150 1,062,500  aneous.    Amount   Declaration   Decla	311.759 1,530,277 154,785 20,000 62,500 167,500  107,500  10 2 5 7 6 4 1 10 1 1 10 1 1 10 1 1 20 30 10 1 10 1 1 20 32 44 44 7 16 21 8 16	951,455 73,464,175 6,590,000 348,626 9230,256 676,644	11,895	standard with the standard with the standard water and standard with the standard wi	o 10 6 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0 i 0 0	nihil. 2 2 0 6 5 0 5 1 8 nihil. 10 0 0 NY.	82 93 50 39 100 55 329 37 16 25 50100 700 2,409 250 500 3,000 21,718 500 300 300 503 3,762 2,600 4,433 5,500 4,433 5,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 6,486 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	Centry Lyons Orlea Paris Paris Paris Paris Paris Paris 1424 100 100 100 100 100 100 100 100 100 10	and Anount paid.    Amount paid.   1421   100   100   100   100   125   150   125   145   150   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	ance vignon vignon s& Bor ons eans eans	Last price. 1140 160 117. 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 288 577 555 126	1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,100,00 1,100,00 117 15 365 25 120 123 480 230 360 10

STATE WORKS.		RICAN		WOR					4			
		in miles	. Cost.	Income.	43. Expend.	Income.	Expen	13 to	17 feet wi	ide, and 80 to	l feet deep, and 90 feet in leng	th.
Y. I Black river canal			1,524,96								to the canal	
". 2 Cayuga and Seneca		21	237,00		10,953						are not incli	
3 Champlain canal		64	1,251,60			116,739					Genesee valle	
4 Chemung		23	684,60		14,486	14,385	12,740	Black	river ca	anals requ	ire large sur	ns for th
4 Chemung		97	2,420,00		15,967	22,179		comp	letion, th	e interest o	of which adds	itional st
6 Crooked lake		1 8	156,77	7 461	3,674	1,498	3,951	is mu	ch great	er than the	estimated gr	oss inco
' 7 Erie—enlargement of		363	12,648,85	2 1,880,316	3			of the	esc cana	ls when fi	nished. The	sums
R Genessee valley		1120	3,739,00	0				quire	d to com	plete these	two canals a	re \$2.00
9 52 miles opened, cost \$1.50	00,000	1		. 12,292	13,819	19,641	15,557	000 a	nd \$600	.000, maki	no their total	cost wh
Lui Opaida lake		6	50,00			621	1.636	finish	ed \$5.55	3.000 and	\$2,409,000; a	n expen
1: Oswego		38	565,43	7 29.147	22,742	56,165	28,599	ture i	ncurred	on estimat	ed incomes (a	dmitted
1. 12 Beaver division canal		25				7.381	5.386	be lib	eral.) of	\$39,000 a	nd \$14,000 re	spective
13 Delaware canal		60				109,278	22,870				n the works o	
14 French creek						****						
15 Seneca river towing path .				3		381		164 %	101 102	be cost abo	,019,401; for out 30 million	TOTE 4
16 Columbia railroad						443 336	205 067	TTIL.		ne cost abo	mana as follos	5.
17 Eastern division						179,781	138,915	Conni	telle	S 101 1044	were as follow	
18 Juniata canal		93 7		1		-10,102		Dalla	i wus,		-	578,4
19 Portage railroad		130				351,102	948 943	Ranir	oad tolls	-		252,8
20 Western division canal		105	1			001,102	210,010	Mour	re power	, -	-	319,5
21 North branch Susquehann	ah canal	73					1	Truck	zs,			13,4
West "	m canal	10				101,949	57,633	of wh	ich \$585	,922 is from	m 118 miles o	f railro
io 02 Hosling canal		72 5	000 100			E 000			578,404	from 550 r	miles of canal	•
22 West " " io 23 Hocking canal	•••••	56	975,130		20 000	5,286	90 241	1 ne	canals o	of Ohio an	re supported	by a pr
- 25 Miami extension	•••••	85	1,660,742		38,826	77,844	AN,UTI	perty	tax of 5	mills on	the dollar.	There
oc Miami extension	•••••	105	2,856,630				14,741	853 m	niles of o	anal in the	State, which	vielded
26 Miami northern division.		35	322,000		• • • • • • •	unfin'd.	15 000				1844 \$515,393	
27 Muskingum	••••••	91	1,627,318	23,167			15,027	7			77,233. The	
28 Ohio		334	4,600,000		123,398	343,711	10018	144 OT	rer '43 is	s only \$43.	770 though t	he vear
- 29 Wabash	•••••	.91	3,028,340		6,400		12,817	has e	<b>xhibited</b>	a greater	increase thro	nghont
30 Walhonding		25	607,269			1,977		count	my than	ever before	lmoun	me mome
31 Western road		31	255,015		1,782	8,747	2,929	COUNT	ay man	allia -	- ALLOW 11.	
. 32 Sundry works			11,000,000	)							sundry work	s yield
33 Maume canal									ne whate			
34 Sundry works			10,000,000					Th	e centra	l railroad	yields above	per ce
h 35 Central railroad		110		149,987	75,960	211,170	89,420	land 1	s the oni	y State We	ork—the Erie	canai
36 Southern railroad		68	936,29	24,064	7,907	60,341	70,000	repte	—winc	n is able u	stand alone.	
~~~~~~	~~~	Length :		1843.		~~~~	<del>~~~</del>	Div.	Value .	~~~	~~~~	
CANALS.		in	Cost.	Incom	e. pe	t Inc	ome.	per cent.	of stock.		REMARKS.	
Pleabatana		miles.			Nett. cer		Nett.	Cent.	Stock.			
Blackstone			400 000		• • • • • • • • • • • • • • • • • • • •							
Bald Eagle Navigation		25	400,000		••••			1		Wann	nonhomo et	ame fort
Beaver and Sandy, (part)			1,000,000		••••						, perhaps, ats	
Charleston, (S. C.)											abled to give t	ne parti
Chesapeake and Ohio		184	12,370,470	47,637 .							these canals.	
Conestota		12	300,000								sapeake and	
Delaware and Chesapeake.		13									completed to	
Schuylkill. Farmington. James river and Kenhawa.		108	3,500,000	279,795 10	2.221	190,693	120,624		31	mines, hence	ce its trifling	income.
Farmington										The enla	rgement of th	e Schu
James river and Kenhawa								1	h	cill canal h	as been comi	nenced.
Middlesex								1		The Mor	ris canal was	lately s
Port Deposit		10	200,000						f	or one mill	lion, about on	e-fourth
Delaware and Raritan		43	2.900,000	99.623 5	3.327	131.491	84.455			f its cost.	It is said in	the pap
Southwark			300,000	00,000	-,,	1	02,500	1	t	hat it is to	be enlarged.	Weh
Tide Water		45	2 900,000							een no ren	be enlarged. ort, nor heard	of the
Union			2,000,000				*****			wintment o	of any engine	er.
Morris.		101	1,000,000		• • • • • • • • • • • • • • • • • • • •				28	Omment C	any one	
Dismal Swamp	••••	101	1,000,000		• • • • • • • • • • • • • • • • • • • •				. 40			
· · · · · · · · · · · · · · · · · · ·	••••••	~~~	~~~~	~~~~	~~~~	~~~~	~~~	~~	~~~	~~~		~~~
CANADIAN CANALS.		Length	No. of Locks in fe	gely	Size of loc	ks. Depth on	Width o			te. Expende	Incom	ne.;
CANADIAN CANALS.		in miles.	locks. in fe	chamber	Width.	mitre sill.	Bottom.	Surface	-	Sept. 184		1844.
				feet.	feet.	feet.	feet.	feet.	3,948,5	72 2,485,57	64,658	
The Welland canal	Port Dalhousie	28	31 328	150	26 1-2		45	81				
		11		1			35	71			4	
ain trunk from Port Colborne to			1 6	150	26 1-2							
ain trunk from Port Colborne to unction branch to Dunville	not added		1 0		45	9	45	85	1			
ain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maitle	and not added	1 1-2	1 6	200							•	
Lain trunk from Port Colborne to anction branch to Dunville road creek branch to Port Maith The St. Lawrence canal	and { not added below.	1 1-2										
Lain trunk from Port Colborne to anction branch to Dunville road creek branch to Port Maith The St. Lawrence canalalops and Port Cardinal	and { not added below.	1 1-2	2 7	200	45	9	50	90				
Lain trunk from Port Colborne to anction branch to Dunville road creek branch to Port Maith The St. Lawrence canal alops and Port Cardinal	and { not added below.	1 1-2		200	45 45	9	50	90	672,4	98 97	73	
Iain trunk from Port Colborne to inction branch to Dunville road creek branch to Port Maith The St. Lawrence canal alops and Port Cardinal apid Plat	not added and below.	1 1-2	2 7	200		9	50 50 ·					
tain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maith: The St. Lawrence canal	and not added below.	1 1-2 2 4 3-4	2 7 2 11 1	200 -2 200 -2 200	45	9	50	90		98 97 721,665,66		
lain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maith. The St. Lawrence canal	apids.	1 1-2 2 4 3-4 11 1-2	2 7 2 11 1 1 3 1 7 48	200 -2 200 -2 200 -2 200	45 45 55	9 9	50 50 ·	90 90	865,3	72 1,665,66	3	
tain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maith. The St. Lawrence canal	apids.	1 1-2 2 4 3-4 11 1-2 111 1-4	2 7 2 11 1 1 3 1 7 48 9 82 1	200 -2 200 -2 200 200 -2 200	45 45 55 45	9 9 9	50 50 - 100 80	90 90 150 120	865,3 1,190,0	72 1,665,66 87 275,42	33	
lain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maith. The St. Lawrence canal	not added below. apids	1 1-2 2 4 3-4 11 1-2 111 1-4	2 7 2 11 1 1 3 1 7 48	200 -2 200 -2 200 200 -2 200	45 45 55	9 9	50 50 -	90 90 ·150	865,3 1,190,0 old can	1,665,66 187 275,42 al 400,00	 33 26 00 29,288	
tain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maitk The St. Lawrence canal	not added below. apids	1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2	2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	200 -2 200 -2 200 200 -2 200	45 45 55 45	9 9 9	50 50 - 100 80	90 90 150 120	865,3 1,190,0	1,665,66 187 275,42 al 400,00	 33 26 00 29,288	
Iain trunk from Port Colborne to inction branch to Dunville road creek branch to Port Maitk The St. Lawrence canal	not added below. apids	1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2	2 7 2 11 1 1 3 1 7 48 9 82 1	200 -2 200 -2 200 200 -2 200	45 45 55 45	9 9 9	50 50 - 100 80	90 90 150 120	865,3 1,190,0 old can 1,001,3	1,665,66 187 275,42 al 400,00	29,288	
Iain trunk from Port Colborne to inction branch to Dunville road creek branch to Port Maitk The St. Lawrence canal	not added below. apids	1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2 [12 66	2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	200 200 200 -2 200 200 200 -2 200 -2 200	45 45 55 45 45 45	9 9 9 9 9 9	50 50 100 80 80	90 90 150 120 120	865,3 1,190,0 old can 1,001,3 200,0	1,665,66 187 275,42 1400,00 133 64,43	29,288	~~~
Iain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maitk The St. Lawrence canal	apidsCascades road	1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2 12 66	2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 120	45 45 55 45 45 45 24	9 9 9 9 9 Div. per	50 50 100 80 80 80	90 90 150 120 120 120	865,3 1,190,0 old can 1,001,3 200,0	1,665,66 167 275,42 1400,00 133 61,43 100 440,00	29,288	 L
Iain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maitle The St. Lawrence canal	not added below. apids Cascades road	1 1-2 4 3-4 11 1-2 111 1-4 8 1-2 12 66 Length miles R. rd. Ca	2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74 in Commals.	200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200	45 45 55 45 45 45 1843. income.	9 9 9 9 9 9 Div.	50 50 100 80 80 80	90 90 150 120 120	865,3 1,190,0 old can 1,001,3 200,0	772 1,665,66 167 275,42 al 400,00 333 64,43 000 440,00 Value of stock.	29,288 9 1,409	~~~ 8.
Iain trunk from Port Colborne to unction branch to Dunville road creek branch to Port Maitle The St. Lawrence canal	apids	1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2 12 66 Length miles R. rd. Ca 16 106	2 7 2 11 1 3 7 48 9 82 1 5 44 1 57 525 9 74 in Commals. 3 2,80	200 -2 200	45 45 55 45 45 45 1843. income.	9 9 9 9 9 9 Div.	50 50 100 80 80 80	90 90 150 120 120 120	865,3 1,190,0 old can 1,001,3 200,0	772 1,665,66 187 275,42 183 400,00 133 61,43 100 440,00 Value of otock.	29,288 9 1,409	 B.
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Iain trunk from Port Colborne to inction branch to Dunville road creek branch to Port Maitle The St. Lawrence canal	apids	1 1-2 2 4 3-4 11 1-2 111 1-4 8 1-2 12 66 Length miles R. rd. Ca 16 106	2 7 2 11 1 3 7 48 9 82 1 5 44 1 57 525 9 74 in Commals. 3 2,80	200 -2 200	45 45 55 45 45 45 1843. income.	9 9 9 9 9 9 Div.	50 50 100 80 80 80	90 90 150 120 120 120	865,3 1,190,0 old can 1,001,3 200,0	772 1,665,66 187 275,42 183 400,00 133 61,43 100 440,00 Value of otock.	29,288 9 1,409	

Mallacons Mall	24	AMERICAN RAILROADS. SALES Length Loans Number Paid 1843. Div. 1844. Div. Previ- Week end												ending			
Met.	;	RAILROADS.	in		Cost.	and	of	on	Inco	ome,	per	Inco	ome.	per	oue	July 1	16.
N. H. 3 Goognet	Me. I	1 Portland Saco and Portsmouth	-		1 209,000			ARTO				-			-		
## Genote and Marine extension. 71 1-4 45,702 undn. 573,53 40,000 5 10,	N. H.	2 Concord	35	V	750,000	0								12	65		
September Sept									178,745	68,499	6	233,101	86,401	61	117	- 8	1141
General Activities General Provision Gen				-4	1 263 746	unnn.			277.315	144.000	8	316 909	147 615	8	120	4	1191
Tillouson and Worcester.	66	6 Boston and Providence	41	1	1.886.135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6	114	1	
Section Sect		7 Boston and Worcester		5	2.914.078	8			40, 141	162,000	6	428,437	195,163	71	1201	54	1181
1 Sew Designor and Taumon. 20 401,952 1866,000 20,000 20,000 20,000 3,959 20,000 3,355 711 3,355 711 13,000 17,000			21		250,000	not stateu			,	17,500	13			51	1121	50	80
1 Sew Designor and Taumon. 20 401,952 1866,000 20,000 20,000 20,000 3,959 20,000 3,355 711 3,355 711 13,000 17,000	66	10 Eastern	54	"	2.388,631	A	(::::::/		279,563	140,595	6	337,238	227,920	8	1131		
1 Sew Designor and Taumon. 20 401,952 1866,000 20,000 20,000 20,000 3,959 20,000 3,355 711 3,355 711 13,000 17,000	46	11 Fitchburg	50	. 0	1,150,000	just opn'd	(24.020			42,759	26,835		124		
18 Northampton and Springfield. 19 173,853 unfm. 18 Northampton and Springfield. 19 173,853 unfm. 18 18 unfm. 1			20	1-2	420 965				50 671	94 000	6						
In IslOn	11	14 Northampton and Springfield			172,883	3 unfin.											
11 Stoughton branch.	66 .	15 Norwich and Worcester	. 59		2,170,366	6 900,000	16,535	100	162,336	24,871		230,674	99,464	3		3,355	211
In the content of the content and Massachusetts. 11 290,000 3 36,667 30,000 6 118 119 11	"	16 Old Colony	4		63.075	5 unfin.			.1		:::			1	100	1	1
19 Vermont and Massachusetts	**	18 Taunton branch	. 11		250,000	0				20,000	8	96,687	20,000	8	118		
23 Western, (117 miles in Mass.), 156 7,666,5004,696,002 30,000 573,863 294,432 753,753,439,679 3 101 290,102 23 Selected and Springfold 3 32,44,303 30,000 10,0	16 -	19 Vermont and Massachusetts		• • •													
Section Sect	"	20 West Stockbridge	156	1	7 686.20	4 696 209	30,000	100	573.882	084 439		753 757	439 679	3	101	120	1021
1		22 Worcester branch to Milbury			8,431	1 506	30,00										
Con 28 Hartford and New Haven 35 1,100,000 10	"	23 Housatonic, (10 months,)	74		1,244,123	3					,	. 150,000					
1					1,100,000	100,000		100			:			6	95	20	93
N. Y. P.T. Attica and Barfialo. 31 336,311 330,000 4,000 10,000 337,657155,007 6 100 10 10 10 10 10 10	16	26 Stonington, (year ending 1st Sept.,)	. 48					100	113,889	9		. 154.724	79.84	4	29	625	281
*** 398 Auburn and Rochester** 78	N. Y.	27 Attica and Buffalo	. 31		336,211	1			1 45.896	7 522	2	73 948	8 48,033	3 0			
1	44	28 Auburn and Rochester	78						189,693	3 112,000	0	. 237,667	7 152,007			* .10	
## 31Enic (446 miles) ## 33 Enic (9 pened	ec .	29 Auburn and Syracuse	20								4	96,750	52,544	.6			
*** 33 Harlem***	66 .	31 Erie (446 miles)														1,325	30
*** 34 Hudson and Berkshire*** 31	11 .	32 Erie, opened	. 53								1:	. 126,020					
Second Internation Second Secon	"										1					170	691
33 Mohawk and Hudson	**	35 Long Island	. 96			392 340	29.846	5			1				71	7,380	681
*** 37 Saratoga and Schenectady*** 29: 303,656 *** 42,243*** 3,000 1 34,666 6,455 0 *** 33,564 6,365 0 *** 33,564 6,365 0 *** 32,646 6,365 0 *** 3	48	36 Mohawk and Hudson	17		1,317,893	3 400,000	10,000	100	69,948	58,780		. 79,804	4 45,763	3 0	58‡		
33 Syracuse and Utica	66	37 Saratoga and Schenectady	. 22		303,650	8			42,242								
40 Tonnawanda	11	38 Schenectary and Troy	53		1 0201000		16.000	62	163.701	72.00		102.06	1 190 99				
"41 Troy and Greenbush	"	40 Tonnawanda	. 43		727,332	2			76,227								
13 Utica and Schenectady		41 Troy and Greenbush	. 6		180,000	0											.:
N.J.		42 Troy and Saratoga.		1				100								20	120
45 Elizabethown and Somerville 26 500,000	N.J.	44 Camden and Amboy	. 61		3.200,000	0			682,832	2 383,880	0	. 784.191	1 404.956	6			
Pa. 48 Beaver Meadow. 26 1,000,000	"	45 Elizabethtown and Somerville	. 26		500.000	10											
Pa. 48 Beaver Meadow. 26 1,000,000				4	2,000,00	0					111						
	Pa.	48 Beaver Meadow	. 26		11.000,000	0				,	,				50		
Sol Harrisburg and Lancaster 36 860,000 30 30 30 30 30 30 30	66	49 Cumberland Valley	46		1.250.000	0)
## 52Little Schuylkill		50 Harrisburg and Lancaster	36		860,000	9			,						. 30		/
## 53Blosburg and Corning		52 Little Schuvlkill	. 1. 29		900,000	0											
1	"	53 Blossburg and Corning	. 40		600,000	0											1
## 56Norristown		54 Mauch Chunk	* 9		100,000	0											
## 57Philadelphia and Trenton.	66.0	56 Norristown	20								12				61	1	
" 58 Potsville and Danville	44	57 Philadelphia and Trenton	* 30		400,000	00								1:::			
" 60 Schuylkiff valley	66	58 Pottsville and Danville	. 29		1,500,000	0	1 40 000							- 1			/
Md. 64 Baltimore and Ohio, (1st Oct.) 188 7,623,600 575,235 279,402 358,620 346,946 491 37 48 " 65 Baltimore and Washington 38 1,800,000 177,227 71,691 212,129 104,529 84 Va. 67 Greensville and Roanoke 17 1-2 950,000 177,227 71,691 212,129 104,529 84 " 68 Petersburg and Roanoke 60 969,880 122,871 72,898 3 " 70 Richmond, Fredericksb'g and Potomac 76 800,000 185,243 85,688 6 " 71 Richmond and Petersburg 21-2 700,000 185,243 85,688 6 N. C. 73 Raleigh and Gaston 84 1-2 1,360,000 186 186 186 186 S. C. 75 South Carolina 166 1,800,000 2581,723 32,7532 33,190 248,096 147,523 " 79 Montgomery and West Point 89 560,000 170,000 100 35,000 15,000 Ky. 80 Lexington and Ohio 40 400,000 400,000 150,000 170,000 100 35,000	u	59 Keading.	10		9,457,570	7,447,570	40,200	50		:	1	. 597,613	343,511		58		
Md. 64 Baltimore and Ohio, (1st Oct.) 188 7,623,600 575,235 279,402 358,620 346,946 491 37 48 " 65 Baltimore and Washington 38 1,800,000 177,227 71,691 212,129 104,529 84 Va. 67 Greensville and Roanoke 17 1-2 950,000 177,227 71,691 212,129 104,529 84 " 68 Petersburg and Roanoke 60 969,880 122,871 72,898 3 " 70 Richmond, Fredericksb'g and Potomac 76 800,000 185,243 85,688 6 " 71 Richmond and Petersburg 21-2 700,000 185,243 85,688 6 N. C. 73 Raleigh and Gaston 84 1-2 1,360,000 186 186 186 186 S. C. 75 South Carolina 166 1,800,000 2581,723 32,7532 33,190 248,096 147,523 " 79 Montgomery and West Point 89 560,000 170,000 100 35,000 15,000 Ky. 80 Lexington and Ohio 40 400,000 400,000 150,000 170,000 100 35,000	68	61 Williamsport and Elmira	. 25	1	400,00	ó		1:::	20,000							1:::::	
Md. 64 Baltimore and Ohio, (1st Oct.) 188 7,623,600 575,235 279,402 358,620 346,946 491 37 48 " 65 Baltimore and Washington 38 1,800,000 177,227 71,691 212,129 104,529 84 Va. 67 Greensville and Roanoke 17 1-2 950,000 177,227 71,691 212,129 104,529 84 " 68 Petersburg and Roanoke 60 969,880 122,871 72,898 3 " 70 Richmond, Fredericksb'g and Potomac 76 800,000 185,243 85,688 6 " 71 Richmond and Petersburg 21-2 700,000 185,243 85,688 6 N. C. 73 Raleigh and Gaston 84 1-2 1,360,000 186 186 186 186 S. C. 75 South Carolina 166 1,800,000 2581,723 32,7532 33,190 248,096 147,523 " 79 Montgomery and West Point 89 560,000 170,000 100 35,000 15,000 Ky. 80 Lexington and Ohio 40 400,000 400,000 150,000 170,000 100 35,000		62 Philadelphia and Baltimore	. 93		4,400,000	0			43,043	200,000	J		. 210,000	J	151	11,831	1 154
" 66 Baltimore and Washington	Md.	63 Frenchtown	10		600,000	3			575 935	020 40		250 60	246 04		401		401
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"70 Richmond, Federicks's g and Potomace	46	69 Portsmouth and Roanoke	78	1-9	1 454.17	1		1::	1		1:17	122,071					1:00
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" 74 Wilmington and Raleigh. 161 1,800,000 1,800,000		71 Richmond and Petersburg	* 22		700,00	0			,		$\cdot \cdot \cdot \cdot$			1			
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Ga. 77 Central 190 2.581,723 227,532 93,190 248,096 147,523 27,532 93,190 248,096 158,207 248,096 158,	S. C.	75 South Carolina	136	- 1	5 671.45	9	34.416				10	599 871	11140 106	61 - 5			
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" 82 Mad river	44	13 Minimgomery and West Point	and the same of th		450 00	0											
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Can. 84 Champlain and St. Lawrence 15	Ky. Ohio	80 Lexington and Ohio	. 40	1	400,000	9			ļ								
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communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

Thursday, July 17, 1845.

We are again favored with an interesting letter from MAJOR POUSSIN of Paris, in relation to French railways, and to improvements of the locomotive en gine. We have received the work referred to in his letter, of which we shall endeavor to give a good account in our next, and subsequent numbers especially of that part relating to the Belgium Railway system, and other matters of interest to our readers. We shall also look with much interest for his next letter in relation to Railways in France.

Will our friends, connected with the different rail roads, furnish us with copies of their reports, or with written statements, which will enable us to furnish the information desired in the closing part of the following letter? They will be sure to be amply compensated for their trouble, by the information furnished by Major Poussin in return. An opportunity now presents, of an interchange of facts, the result of experience, useful to all parties; and we desire to make this journal the medium of communica tion.

FRENCH RAILWAY JOURNAL.

We have at last the pleasure of announcing the receipt of a number of the "Journal des Chemins de fer." It is a large and very handsomely got up quarto. We find several pages occupied with government notices and debates in the Chambers where the advocates of rail lines urge the claims of their favorite routes not less energetically than here or in England. Indeed, the public men of Europe generally are far in advance of our own in foresee ing the important part which the railway is to play in the next half century. Witness the fact, that the governor of our own state—the very head of the dominant party-has devoted paragraphs to the mechanical minutiæ of the political engine, as the color of a ballot, etc.,; yet had not a line for that engine which is working a revolution as great and permanent as the objects he dwells on at such length are trivial and ephemerial.

We find, also, notices of English, American, and Spanish railways; among the American ones, the railroad "de la Albany a Schenectady," and an interesting notice of the railways about to be undertaken in India, to which country it appears that they are sending M. Vignoles to take a general view of the resources and capabilities of the country, with refer-

ence to a grand system of railways.

The "Journal des Chemins de fer" contains a large quantity of interesting matter, and suggests some comparisons not very flattering to our own city. The railway cause in France is not likely to falter from want of an efficient organ, and we hope frequently to find in it matters of interest to our rea-

Pages, 10th of June, 1845.

No. 25, Boulevard Bonne Nouville.

D. K. Minon, Esq. New York.

My DEAR SIR-I have to acknowledge the receipt of your valuable journal up to the 15th May.

Since my last of the 10th May, the French Legislative Chambers have passed two bills in favor of railroads, to be worked or constructed by companies: the Northern or Lille railroad, already constructed, and the Lyons railroad, part only constructed. The letting out of these works will not take place before two monthsbills are still to be reported on the road to Strasbourg, on that from Lyons to Avignon, on Tours to Nantz, on Paris to Reims, and is most likely, on Bordeaux to Cette.

Númerous companies are already formed, have their shares subscribed, and cash paid for the proportion required by law as security. At no times has the public opinion ever been so favorable to railroad undertakings as the present : it is almost up to a mania, and it suffices that a subscription be opened with the aid of some known name for the stock to be subscribed immediately. How all these subscribers will keep their engagement is another thing for which I am not disposed to pledge myself. Time will prove all this.

I have not learned anything yet on the practical operation of some new application of locomotion projected this winter. In a few months, however, we shall probably know more on that all-engrossing subject, and I shall endeavor to let you know the result.

Meanwhile, some practical experiments having been made lately on the improvements which locomotive engines are susceptible of receiving, I will state to you on what particular subject they bear.

The experiments referred to have been conducted with much talent and courageous liberality, by two engineers, Messrs. Gouin and Lechatelier, on the Paris and Versailles railway.

These gentlemen have succeeded in measuring with great accuracy, by means of an indicator, the actual pressure of steam in the boiler and in the cylinder during the time of its introduction, when it is acting, and immediately at

They have likewise measured the quantity of water carried along with the steam, and the influence the water may exercise on the pressure in the cylinders.

The results of the relative pressure in the boiler, and in the cylinder, have been shown by a series of curves traced through the agency of the indicator; and they have demonstrated, 1st, that the pressure which is exercised in the cylinder during the period of the admission, and during the greater part of that of the letting out of steam, is hardly sensibly different; 2nd, that the pressure during the reaction follows as nearly as possible the law of Mariotte; 3rd, that the proportion of the pressure in the cylinder and boiler depends on the opening of the regulator, and the rate of speed; but that during the ordi-

Correspondents will oblige us by sending in their (Foreign Correspondence of the American Railroad Journal.) nary speed the difference of pressure in the cylinder may not differ much from 8 to 10 per cent., of that in the boiler; 4th, that the quantity of water carried along with the steam increases considerably this difference of pressure.

Experience has shown also that, according to the particular disposition of the dome, and the level to which the water is kept by the engineer, the quantity of water carried along with the steam can vary from 18 to 20 per cent. of-the quantity carried out of the boiler.

In fine, one of the most important facts ascertained by these late experiments is, that in the retrograde motion of the piston, the steam not escaping out instantaneously, it continues to exercise on the piston a certain resisting force, which is evolved at 50 per cent. of its direct agency to produce motion. It is obvious thereby, how deficient is the means (although considered as a favorable scheme,) of letting through the chimney a jet of steam to increase the combustion, as it actually contributes largely to increase the cause of resistance.

These results, supported by practical experience, will suffice to prove how deficient is yet the mighty power of the locomotive engine, since we do not actually turn to profit half of its useful or available force.

This is, you will readily admit, a very fair field for further improvement: the engine is invented, but it remains to simplify it, and to discover the means of applying the created force to its full power or extent.

I send you by a friend, Mr. Ledoun, of New Orleans, and passenger in the steamer of the 1st, my late publication on Belgium. You will find in it a whole chapter on railroads, containing the latest information on that subject. I think it may be reproduced in part in your journal to advantage.

I am very anxious that my friends in the United States should know that I never lose an opportunity of upholding the institutions of America, my adopted country, whenever I can-You will perceive in the perusal of this new work, that I have made allusion to America on several occasions.

I am proud to say that this new work has been very favorably received in France and Belgium. I should wish therefore that a few copies could find their way to the United States. I understand that they may be had at the importers of French books in New York or Philadelphia.

I hope to write you per next steamer a more interesting letter on the subject of railroads.

Can you gather some more correct data on railway traffic; and on all the elements of the cost of locomotion, low rate, &c.? Such as price of fuel-quantity consumed per mile or per ton. transported-number of wagons-of locomotives in fine, as well-cost of repairs-number of persons in the employ of railroads—exact length of said railroads-quantity of traffic-travellers -goods, &c. - rate of fare per traveller - per ton of goods-speed per honr in miles, &c.

Most faithfully yours,
GULLAUME TELL POUSSIN, Major du Genie. The following article from the Albany of the cost has been raised on loans at low 1837, deterioration, waste, etc., \$100,000 may Argus should be read by every voter in the interest. Is there any objection to this?— be considered as available. The route of the state. It coincides entirely with our views and we shall cheerfully and earnestly give first lien; the stockholder consents to take our efforts to effect the repeal of a law calculated to delay, if not entirely prevent, the construction of many important railroads in is a matter of mutual arrangement, and of tance; and the remainder of the route to this state.

THE CONSTRUCTION OF RAILROADS.

rate length is 118½ miles. You state the holders, who are rather the working part. and Columbia, Reading, Worcester and Wescost with more accuracy; but there is a ners, a higher rate for their share of profit. term roads, on which an average passenger very interesting fact in relation to this and Can railways be profitably constructed in speed of 23 miles is attained daily. The other great railways in that country, which our state? Under our present laws there is curvature from Frankfort to Louisville is fathere, for the construction of these works.of the cost, being over twenty millions of tal, and the personal property of the com. space sufficient to check up his train under dollars, is made up of loans at a low interest. pany. While the construction is going on, It does not pay dividends on its cost, but the company has little personal property. upon its capital.

The London and Birmingham railway is of way, road-bed and tracks. the great road in England in respect to busimay require to prosecute the construction of ready to loan money, at a moderate interest, their roads, in the same manner that our would have been convicted as felous, for state officers offer the credit of our state. - making this valuable improvement by the In this way all the great railways there are aid of loans, which they easily obtained. made and sustained-a single corporation the capital, is, of course, much larger. \$200,000 was raised on the credit of the ous and manly sentiment in respect to them. state at 5 per cent. interest. The capital is \$400,000, upon which the companies divide 8 per cent. If the cost was represented by the capital, then the rate of profit to the of our city readers to the importance of comstockholders would, of course, be much less; pleting the Lexington and Ohio railroad, and as the business is all the same, no matter promised, with the assistance of an able and who pays for the construction.

to another point that I have noticed your ishing it, and the probable amount of business article. The policy of constructing railit would transact. This promise we now ways, by the aid of loans, to a considerable have the pleasure of fulfilling. portion of the amount of the cost, is a very There has been expended on the Lexing-

The great value of the railway is in its right

If this law had been in force, many railness, value, and profit. It is 112½ miles ways now in successful operation, could not long. It has cost over \$30,000,000. The have been made. For instance, the Syracapital is about \$20,000,000, leaving its debt cuse and Utica, upon a capital contributed stage proprietor observed, that the route from for cost over \$10,000,000, which also is bor. by the stockholders of \$800,000, cost over rowed at low interest. This road pays 10 per cent. dividend on its capital. The Gt. Western pays 7 per cent. It is the policy the cost. And yet, its directors and manin England to advertise for tenders for loans agers, in the construction of a work, upon for such sums of money as the companies which capitalists were then and are now

Under the hazard of such a conviction, there, owing for its railway an amount about honest and faithful men will not go on with equal to the debt of our state. Where a a railroad; they will rather regard this law large part of the cost is at a low rate of in. as an effectual bar. It is not possible that earth, would never rest on peat mosses or terest, (the loans often do not exceed 3 or 4 it can remain; for the railroad system ought per cent.,) the profit of the stockholder upon not to be checked. It is too important an that part of the cost which is represented by improvement; too safe an investment, and We too pervading in its operations to be sushave a similar instance upon a small scale pended by ill-advised legislation. Instead in our state. The Auburn and Syracuse of throwing difficulties in the way of these railroad has cost over \$700,000, of which works, we should rather encourage a gener.

LEXINGTON AND OHIO RAILROAD.

W.

Some weeks since we called the attention experienced engineer and a practical business It is to call the attention of your readers man, to present an estimate of the cost of fin-

general one. The present value of the ton and Ohio railroad between Frankfort and Western railway, in Massachusetts, arises Louisville, about \$250,000, of which, after

The creditor is content with a lower inte- road as located, is not only favorable, but rest than the stockholder, because he has the highly so. The general plateau of the counmutual advantage. The capitalist will fur. Louisville, as favorable as could be desired. nish the money to loan, where he may not be willing to take stock. His capital is set was laid under the system of 1830—and as In an excellent article in the Argus of against the skill of the managing stockhold. a matter of course is encumbered with nu-Friday last, entitled "Railroads, our invest. er. It is not, then, wholly the low cost of merous sharp curves and an inclined plane. ment of the surplus capital of the country, management and repairs, &c., that gives Nevertheless, an inspection of the table of &c.," there is an error as to the length of the profit on well constructed railways; but curves, shows a very decided superiority over the Great Western railway, in England, the fact that a large part of the cost is fur. the curvatures of the Baltimore and Ohio, which you state as 220 miles. The accu. nished at low interest, gives to the stock. Baltimore and Susquehanna, Philadelphia is omitted. I refer to the amount of capital, very great doubt whether any more can be vorable, as it will seldom fall below a radius and the manner in which funds are raised made at all. A law was passed at the last of 3000, and nowhere below 2000 feet. session of our legislature which forbids the This, with a graded width of 26 feet will al-The capital of the Great Western railway is making of a debt by a railroad company be. ways give a clear vision of 500 feet to the about ten millions of dollars. The residue youd the amount of subscriptions for capi. engine driver in advance of his engine—a the most unfavorable circumstances, at least sufficiently so to prevent any violent collision.

> Before proceeding to an approximate estimate of the cost of a superior road from Lexington to Louisville, it may be remarked, that in 1837, an intelligent and enterprising Lexington to Louisville was the best then unoccupied by a railroad; that by the charter of the company there could be no rival road, and that the business was ample and sufficient to maintain one profitably. This man had been driven from eastern turnpikes by the competition of eastern railways, and his

observation is worthy of notice.

Also, that, with the exception of the iron rail, materials for a strong and durable road abound in Kentucky. The excavations would nowhere encounter quicksands; the embankments, formed of a rich, tenacious other yielding foundation; and the blackberry brief soon coats them over, and protects them from wash. Black locust and red cedar for cross-ties, and white oak for mud-sills, exist in abundance, and conveniently to the line. The furnaces and rolling mills of Kentucky make the best pig metal spike and axle iron we have ever seen, and the foundries and machine shops of Louisville turn out as good castings and machinery as any in the world. It would probably be necessary to import the rails-though this iron is now rolled both in Pennsylvania and Maryland in small quantities.

We will place the cost of rails delivered in Louisville, at \$65 per gross ton, in the following estimates:

Estimate of cost of Railroad from Frankfort to Louisville, and of re-laying road with heavy rail from Lexington to Frankfort after expiration of the lease of McKee and Swigert.

1st-Furnishing bridge over Kentucky

the state of the s	
right of way, fencing, cow-	
guards, &c\$10,000	
93 tons fron rails, at \$65, in	-
Louisville	
f tone manuals land forther land	141
5 tons wrought iron fastenings	
at \$100 500	
I ton castings at \$60	
2500 black locust, or red cedar	• 20 % 20
the bound of the Count	
ties, hewed on two faces, 8	
feet long, and 8 inch. thick,	
at 30 cts 750	1
42,000 feet B. M. of white oak	
and all at the second	
mud sills at \$10 per M 420	
Ballasting with broken stone	
_ or gravel 200	
Hauling and distributing ma-	. ,
Trading and wallbuille ma-	1
terials	
Workmanship, 320 hands at \$2, 640	
Engineering and contingencies 150	
Cont -61 -11 61	
Cost of 1 mile of track \$18,965	1,146
68 miles x 3 of sideling = 68	
miles at \$18,965, =\$	1,289,620
3d-Cost of ground and depot	-,,
su-cost in ground and depot	. 1
huildings in Louisville 30,000	14
Three road depots with neces-	
sary land, at \$5000 15,000	
Seven water stations complete	
Seven water stations complete	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
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Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	\$59,000
Seven water stations complete at \$1000	
Seven water stations complete at \$1000	\$59,000 \$137,700
Seven water stations complete at \$1000	
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	\$137,700
Seven water stations complete at \$1000	\$137,700 200,000
Seven water stations complete at \$1000	\$137,700

bridging, culverts, masonry,

Deduct from this as follows: Value of machinery now on hand \$30,000 Value of work between Frankfort and Louisville......100,000—130,000

Total cost from Lexington to Louisville, \$1,820,320 Or, on an average, \$19,573 33 per miletaking the line at 93 miles, which is the located distance, with all necessary fixtures and equipages. It can certainly be made for a sum not exceeding these figures. Such a road as would be creditable to the southering and western country ; not one of the numerous rattle-traps which abound south of the vie in speed, safety, elegance, durability and profit, with the ronds of Massachusetts.

In the above estimate, it must be observed that the \$560,000 expended by the old corporation is thrown out of the calculation of total and final cost, while the work done by that money is reckoned as available;—we mean the old road from Lexington to Frankfort. Including this, the cost per mile will be \$25,600—or a total cost of \$2,380,320.

The business of the road was estimated by Mr. Purcell, late engineer of the company, at 10,000 tons of freight, and 50,000

passengers. More recent experience will enable us to give a closer approximate estimate. The tonnage on the present rond-28 miles long-is 11,000 yearly, and the passengers 18,500 yearly. Now we wish this fact to be remembered: The road does not now transact the business of one-half of the country north of Kentucky river, which would look to it' for accommodation exclusively, in case a first rate railroad was erected from Lexington to Louisville. The incontestible evidence of this, is the fact, that more than one-half of the tonnage, and quite one-half of the passengers, passing up and down the river, and by wagons and stages, are not delivered at, or discharged from Frankfort, by the railrond.

The population which transacts business nearly three-fold by its completion to Louis-

be an immense enlargement of the diameter mile will give for all expenses. of patronage around Lexington, as a centre. and expedition, cannot fail in a trading community, to win new friends every day.

road. On the proposed one, they could be the year when freights are scarce.

tain or end their voyage at Cincinnati.

all proper abatements on this score, the figures constituted a good road in 1834 with those of 1845—may be safely set at 29,500 tons, and 50,000 pas- a period of eleven years! sengers through the line.

Potomac and Ohio, but a road which could business of the present road on which stock and pleted, of immense importance to the people, and coals are not handled at all, or at most, in such especially to Louisville and Lexington-even should minute quantities no not to deser ve notice.

Then, in addition to the above, it will be quite safe to add the following as accessions to the bu-

30,000 head hogs and sheep for slaughter in Louisville, at 40 cts., 5,000 head borses, mules and bullocks, at \$250. 5,000 tons coals, (30 bushels per ton =

150,000 bushels,) at 1,50. 1,000 passengers, additional, through from Louisville to Mayer ille, 3,00,

We will then have for the business of the rond, mitting the rates tather below eastern prices iverage) as follows:

29,500 tons freight at \$4,00 per 2000

\$118,000 50,000 possengers through at \$3,00, 150,000 Transportation U. S. mails, 10,000 Parcels and Express packages, 3,000 Stock, coals, and accession of passengers as above, 35,000

Total estimated business, \$316,000

The road could certainly maintain a five train business in the following manner—one passer-ger train carrying through mails—down at 30 miles per hour, or four hours through, including stoppages, &c.; one passenger do. up; one freight and passenge carrying way mails down at 15 miles per hour; one freight and passenger do up; one freight train down and up on aberpute dassey In addition to this extra trains would by the road, as it now is in use, is, according soon be required between Louisville and Frankto catimate, 41,125, which would be increased fort, and if we allow that wood trains and other extras will equal a sixth daily train (very liberal) we will have 6 trains running 93 miles each in a day-558 miles per day-203,670 miles run The effect of the road to Louisville would by engines per annum; which at 65 cents per \$142,614,50 Bal. of profit on one year's work, \$173,385,50

This gives a clear dividend of 9 per cent. on a Also an extension of collateral patronage capital of \$1,820,320, or a dividend of 8 per cent. throughout the line. Chenpness, certainty, on a capital of \$2,380,320, if we include the \$560,000 of lost and forfeited stock.

We find the preceding statement in a number of and coals, are not handled on the present moved on terms highly advantageous to the of the road, we know not, though we suppose the public, and furnish a business at a period of latter, as we have not in several years been favored with a Louisville paper—owing, probably, either to Also, a large accession of passengers the fact that this Journal, while published in octavo from the Ohio river, travelling east and south form, was charged with pamphlet postage, as well might be expected. For, by the milroad, to exchanges as to subscribers; or that the courteand an extensive and efficient coach esta-ons and able editors of Louisville have better sources blishment between Lexington and Maysville, of information in relation to the progress of the raila passenger could be passed from Louisville road system than the Railroad Journal offers them. to Mayaville in 12 hours - being a gain of The same remarks apply to Lexington; but that is 12 hours on the river route-and practically not surprising, as they have had a railroad in mo a gain of 24 hours—as all boats either de- for many years, and are, of course, supposed to The corresponding business of the road would lication, in relation to their road, in 1834, we say, when completed, as compared with the present a The construction of this road is said to be equal to road in use, be 31,120 ton, and 52,350 passengers yearly. It will be noted, however, that
from the counties of Franklin, Henry, Shelby
and Oldham, there we note he is heavy way business, which would be course, be charged cirily
in the same permanent manner with that now in
use, it will do credit to the state, and to those who
have the superintendence of it." We give this short
have the superintendence of what
in properties to distance and to those who
have the superintendence of the present of the state o in proportion to distances travelled. Yet, after extract by way of contrasting the opinions of what

This is the only railroad, we believe, ever at-The above estimates are hypothecated on the tempted in Kentucky; and it will be, when comit never be extended farther into the country, a supposition not to be entertained for one moment, as the people of Kentucky are too sagacious not to perceive, and too public spirited not to avail themselves of, \$12,000 the advantages of railroads.

The Boston Post says that the Boston and! Providence railroad, at its late annual meeting, was found to be in a flourishing condition, of finance, with excellent prospects for the future. The net earnings for the past year were-:3.000. ascertained to be \$177,590; and after paying: Total estimated accessions, of business, \$35,000, the dividend of 31 per cent in July, there

402. From this fund a charge of \$40,000 tion. has been deducted to meet depreciation of road and furniture, and to keep the stock good.

WORCESTER AND NASHUA RAILROAD.

Choice of Officers .- The directors of the Worcester and Nashua railroad company met at Worcester, (says the Norwich Courier of the 5th inst.,) pursuant to adjournment, on Wednesday last, and completed the organization of the com-pany by electing the following executive offi-

JOHN C. HOLLAND, of Norwich, president. C. B. Long, of Worcester, treasurer and clerk, pro tem.

JOHN C. HOLLAND, Norwich, ALEXANDER DE WITT, Oxford, T. W. BANCBOFT, Worcester, Building comm. WM. D. DEARBORN, of Massachusetts, chief

An assessment of 5 per cent. on the stock sub-

scribed was made, payable on the 11th of August next.

The election of the president of the Norwich and Worcester railroad company, as president of the Worcester and Nashua company, was entirely unanimous we understand; and we may be permitted to congratulate the new company on having at its head a gentleman so admirably qualified for the duties thus devolved upon him. It will be observed, also, that President Holland has been made chairman of the committee for building the road. The inference which we draw from this circumstance is, that in the judg-ment of the Worcester and Nashua company, the true interest of the company will be best promoted by such a connection with the Norwich and Worcester road as shall place both roads under the supervision and control of a general head, and of the two companies jointly.

By such an arrangement, the road from Norwich to Worcester, and from Worcester to Nashua, will, for all practical purposes, constitute but one road. The Norwich and Worcester company would be able, at small additional expense, to operate the road the entire distance from this city to Nashua. Under such an organization as is here indicated, an immense outlay of money for locomotives, cars, and machine shop, a superintendent, conductor, and other officers, would be avoided, and the money thus saved would, of course, go to swell the dividends to the stockholders. Besides all this, the new company would at once come into possession of all the advantages derivable from having their road operated by men whose experience has enabled them to reduce the business of this road to the most perfect system and order; for we believe it to be nothing more than simple justice to say of the Norwich and Worcester road, that the country does not furnish an instance of a railroad operated with such a systematic exactness,

no curves of any consequence—has not yet ning to attract the attention of capitalists there, reached the speed of the Norwich and Worcester road. So, at least, we are informed by a gentleman perfectly conversant with both roads. Such are some of the reasons which forcibly leave it entirely. The time has gone by when ment of operations; and the road will be untwo companies. .

The arrangement above referred to will probably be advantageous to both companies. It is more economically than short ones, in proporroad will also have the benefit of the experience of those who have learned their lesson thoroughly, by practice, which will be exceedingly roughly, by practice, which will be exceedingly a railroad by some route. It is impossible to valuable to them. We hope to hear soon that prevent it—it is folly to oppose it—and it is ground has been broken.

NORWICH AND WORCESTER RAILROAD .- The receipts of the Notwich and Worcester railroad company for the month of June, just ended, have \$19,728 59

The receipts for June, 1844, were 16,492 06 Increase of last June over correspon-

ding month of last year, \$3,236 53 Such an increase as this furnishes no equivocal evidence of the rapidly increasing business and rising prosperity of the road. We are happy to add, that these increased receipts are mainly from a corresponding increase in the local business of the road—a kind of business which indicates a permanent prosperity which could not so safely be inferred from a like increase from the long travel, and through freight.

It will be seen by this comparative statement that the regular increase of business along the line of a well constructed and well managed railroad, is much greater than is generally supfactory to its friends.

VERMONT AND MASSACHUSETTS, or Fitchburg and Brattleborugh Railroad .- A meeting of this corporation was held yesterday, (says the Bosion Courier of the —inst.,) to see if the stock-bolders would rescind a vote passed some months. holders would rescind a vote passed some months ago, prohibiting the making of contracts for the grading of the road, until a certain number of this road, with the inventory of each as returned shares should have been subscribed. "The prohibitory vote was rescinded by a unanimous vote of the meeting, and the directors were instructed to proceed immediately to construct the road from Fitchburg to Athol. It is presumed termine on the point where the road shall strike Connecticut river, and we trust it will be at no public may look forward to the opening of the great distance from Greenfield."

RAILROAD TO PITTSBURG.

Public opinion (says the Harrisburg Intelligencer) seems to be setting very strong in favor The Long Island tailroad, notwithstanding its more favorable location—it having no grades and no curves of any consequence—has not yet ming to attract the attention of carried the speed of the Normal and processor of of the Normal an structed, or the western travel, which has already in a great measure deserted our state, will point to a union, so far, at least, as conducting it can injure our main line of public works. The doubtedly put under contract and progress made the business of the two roads is concerned, of the New York railroads by the side of her canals on the present season. The books of the company the north, and a series of railroads from Phila- are to be immediately opened in Boston." On Monday next, as we learn from a reliable delphia to Cumberland on the south, already source, the building committee and chief engi-neer commence the survey and final location of the road, and under their energetic management, we anticipate that, before many weeks, it will than \$208,000. This will be seen by a refer-at Oswego, Syracuse, Salina, Baldwinville and

will be a balance to credit of income of \$72,- be under contract, and in progress of construc- ence to Mr. Gay's last report. The profits on the other portions of our main line, from passengers, are nothing at all-or too small to make an item in the canal commissioners' report. Heavy freight will always take the route of our main well understood that long lines can be worked line to the west, but the passenger travel will not, and does not. It can be brought back again tion to their length. The directors of the new to the Philadelphia railroad only by a continuous road will also have the benefit of the experious railroad from Harrisburg to Pittsburg, either by the southern, middle, or northern route. Pittsburg will be connected with the seaboard by wrong to deny to that great manufacturing city of the west all the advantages which her position demands. Let it, then, be connected by a continuous route, through Pennsylvanin, with Philadelphia, and New York may make her Erie railroad, and the Baltimore and Ohio company may extend their work over mountains to Parkersburg or elsewhere, and the travel of the west will still be ours.

Let a company be incorporated at the next session of the legislature. Let the project be agitated, and we have no doubt that capitalists who are now seeking railroad investments for their money, will speedily take the stock and make the road, which will forever secure to us the and in the mean time call upon all the editors in Pennsylvania friendly to this great project to lend a helping hand.

We fully concur with the editor, that only by a continuous railroad can they secure even a fair posed. This road has numerous rivals, yet its portion of the western travel; and the sooner it business is increasing in a manner very satis- is built the better for Philadelphia, as her merchants will find, to their cost, if the work is long delayed.

> RAILROADS IN NEW HAMPSHIRE .- The Con-Meredith, Plymouth, &c., to Haverhill. The towns in New Hampshire upon or tributary to to the office of the secretary of state for the year 1844, with the population of each from the census of 1840, number 68—their inventory is \$17,-348,912, and their population 74,483.'

And Hill's New Hampshire Patriot says, that The officers of the Northern railroad, in New that the work will be put under contract with-out further delay. The next step will be to de-termine on the point where the road shall strike Connecticut river, and we trust it will be at no road from Concord; through Lebanon, to the mouth of White river, and thence in connection with the Vermont Central road to Burlington, Montreal, and the northern lakes, just as soon as relied on with the utmost confidence. The stockholders are to meet at Concord, on the 8th inst., to adopt measures for an immediate commence-

THE OGDENSBURG ROUTE TO BOSTON.

Cost of transportation from Cleveland to Bos- against her cheapest route. ton of a barrel of flour via Buffalo.

Lake freight Cleveland to Buffalo,	- 122
Canal tolls,	35
Transportation on the canal, -	- 311
Railroad Albany to Boston, -	, 30 *
	991
Same by Oswego.	١.
Lake freight and Welland canal,	- 22
Canal tolls,	201
Transportation on canal, -	· 12
Railroad Albany to Boston,	30

Same by Ogdensburg and Northern Railroad.

Lake freight and Welland canal, 24 Railroad, at same rates as charged by Western railroad, -

The difference here presented in favor of the Ogdensburg over the Erie canal route of ing article, from the Rochester Democrat for inser-27 cents, and 15 cents over the Oswego route the Democrat thinks is certainly worthy of reflection, and should lead to some action on tween those flourishing rival—cities almost—and the part of our State authorities, in time to therefore we have given it with the Oswego addirate here mentioned.

crat, by which this may be done. First, by enlarging the Erie canal, so as to cheapen transportation, or, secondly, by ceasing to feasible a large reduction of tolls.

the canal debt many millions and to an ex- be distant. This must be highly gratifying twenty-two,) except four, happened to pertent that would necessarily keep up the pre- to all who rejoice in the prosperity of our sons connected with the railway lines. Only sent rate of tolls, which according to the State. An able engineer has just completed two passengers, one trespasser, and a girl of

Fulton. The capital is \$350,000—shares \$50. The State could only hope to avoid the loss, Locust Ridge coal has been proved, at the on which \$1 is required to be paid at subscribing. and save the trade by cheapening and im-The Rochester papers are discussing the inevitable, and beyond the control of the ab- tion to the State of New York and the lakes, much talked of road from Ogdensburg to surd project of discriminating tolls. The hereafter. [Sunbury paper.] Boston. The democrat submits the follow-completion of the Canadian works on the St. ing estimate, which it says approximates the Lawrence will throw New York upon her truth sufficiently near for all practical purpo-last resort to save the western trade, and put

How much there is in the pretended dan ger of Boston's taking the western trade by way of Ogdensburg, the public can judge from the facts in the case. Ogdensburg is 160 miles below Oswego, and further from Boston than Oswego is from New York. The Hudson is navigable later in the fall, and earlier in the spring, than the St. Lawrence at Ogdensburg. Flour is now shipped from Albany to Boston for 15 cents, and are higher than is actually charged on the Oswego route, and it costs 63 cents to transport a barrel of flour from Cleveland to New the same place to Boston, 72 cents by way of Ogdensburg, allowing only 2 cents for 160 miles of lake navigation.

We cut the comparative statement in the precedtion in the Journal, but on receiving the Oswego Whig, we find that it has not lost by the journey beprevent the diversion of trade which must tions in full. Perhaps we ought to have waited ensue, if the Ogdensburg road is built, and another week that we might give it with still further is found capable of conveying freight at the comments from those sensitive and ever ready but courteous directors of "public opinion" at Ogdens-There are several ways, says the Demo-burg, from whom we have not heard in an age, though we are bound to soon, or they will from us.

proving its cheapest route, an advantage con-other for making iron. But we may offer a ceded to the Oswego route. This result is more enlarged view of this subject, tn rela-

RAILWAY ACCIDENTS.

We like the manner in which they regulate their an end to all attempts at discriminating the dark spots that all may see what is the operation railway affairs in England. Light is thrown upon of the whole system; the utmost vigilance is required by the companies from those who have the management of the details. The following statement in relation to accidents on the English railways during the quarter ending April 1st, is from the first number of the Railway Express.

Cheap Rail Way Travelling .- No less than 60,000 children were conveyed last week by the Manchester and Leeds company, a distance of 100 miles, at 6d. each, as a holifrom Albany to New York for 8 cents.—day trip. This is cheap indeed, but we dare say it paid the company well, obtaining by it a gross return of £1,500. We cannot vouch for the accuracy of the above figures, but we believe, from the source from which we de-York by way of Oswego, while it costs from rive our information, that they are nearly correct. There are, we know, upwards of that number of children in the public schools in Manchester, and we have no doubt that the clever managers of that line would readily adopt a means to decoy the little rogues into a holiday trip through one of the most delightful parts of the country at a next to nothing fare, such as the whole world of schoolboys could well afford, at the same time securing to themselvet a good profit.

Railway Accidents .- The railway department of the board of trade have issued their report of railway accidents for the quarter ending April 1, 1845. The public are generally aware, we presume, that, whenever an accident occurs on any line of railway, the de-The Connecting Railroad between Sunbu-tails and result must be reported to the board ry and Pottsville.—The prospect of comple-of trade. It appears from this return that make the income from it support all the lat-ry and Pottsville.—The prospect of comple- of trade. It appears from this return that eral works in the State. The former would ting the connection between the Sunbury thirty-nine occurred on railways in Great Brithrow off 10 or 12 cents of the difference be- and Shamokin railroad, otherwise misnamed tain in the months of January, February, and tween the routes, and the latter would render (Danville and Pottsville,) and the great rail- March; that twenty-two lives were lost, and road extending from Philadelphia to Read-seventeen persons injured by such accidents. The first remedy here proposed, the ening and Pottsville, is recently becoming bright. The Sun says:—" It is a remarkable fact largement of the Eric canal would increase er, and the day of its commencement cannot that all the fatal accidents (which amount to above estimate, constitute more than one-half adiligent exploration of the ground over which eleven years of age, were killed. The other the charges for transportation, and which in the connecting railway is to pass, and the reaccidents, not fatal, bear about the same profact form two thirds of the charges at the result of two weeks' careful examination is portion. Indeed, the accidents by railways present rates. Of course all the reduction known to be quite satisfactory. We have a place by occupant of what formerly took that could be made on an enlarged canal, much reason to believe that the road will place by occupant the result of two weeks' careful examination is portion. Indeed, the accidents by railways are not one-quarter of what formerly took that could be made on an enlarged canal, must come from the one-third now charged be shorter, the expense of construction less, who laid across the rails in front of an apfor transportation, the whole of which would and the tonnage transported upon it much proaching train and was run over; and the scarcely cover the difference which the Dem-ocrat makes in favor of the Ogdensburg route. Besides other materials of transportation, we This, then, leaves a total of two passengers, The 2d remedy means nothing more or less, are well satisfied that the immense iron out of the thousands who travelled on railwe suppose, than discriminating tolls, a raworks, at Danville and its vicinity, will rether impracticable proposition.

The Democrat's premises give to the Osetc., passing over the new and the present road,

One of these jumped out of a train in motion, wego route an advantage of 12 cents on a twenty miles or more. The amount of iron and the other fell from the front of a secondbarrel of flour, over the Buffalo and Erie sent back, from these works, in every form canal route, showing conclusively, what the and variety,—and sent the whole extent of the true policy of the State is, if there is anything in the pretended danger of diversion of the western trade by the Ogdensburg route. The amount of hour and the control of a second-class carriage in motion. Thus each catastrue policy of the State is, if there is anything in the pretended danger of diversion year,—will be an important acquisition. As the safest, as well as the swiftest, mode of of the western trade by the Ogdensburg route. regards the coal, there is no mistake; for the

The Copper Trade-England and Amer-|circumstances have rendered them unproducica .- In 1842, in company with some friends tive. The ground on which the principal I visited the rich mineral district of Bayatavo. Then there were a few old excavations, some 15 or 20 feet deep, found in various parts of that metallic region, supposed to have been made some centuries ago, by persons in search of silver, of which the copper ores in my mines produce, in some instances, a small quantity. These excavations were generally made on indications of small veins of copper ore traversing the surface rocks, and may be found from one extreme of Cuba to the other. After being satisfied with the rich external appearance of things, I procu-than at present; for on all my ores shipped red a mining captain from Cornwall, review-to Europe thus far, the expenses, from the ed again the grounds, and finally located myself in the spot designated on the large maps of Cuba as "Las Minas," a little more than 20 miles from the port of Nuevitas, and within 300 yards of the line of railroad from that place to Principe. I commenced working on a most perfect run of gossan as was ever seen, encountered green carbonates, red ox- [Lond. Mining Journal, June 7th, 1845.] ides, and lighter surface ores, and at the depth of about 25 feet came to a rich lode of black of about 25 feet came to a rich lode of black. It has been noticed in the Times, that the to the purchaser the expense of turning them out in-ore, changing a little its character, till at 90 Pacha of Egypt has engaged the services of side. THOMAS & EDMUND GEORGE, feet it became a strong lode of yellow sulph- a mineralogist from England, to search for 1945 N. E. cor. 12th and Market sts., Philad., Pa. tiret. I sunk five different shafts, and explor-coal and water in the desert. Inquiries, which PATENT RAILROAD, SHIP AND BOAT ed the ground for about 900 feet, in a nearly we have made, confirm this, and we find the ed the ground for about 900 feet, in a nearly we have made, confirm this, and we find the sally productive. I then put up a steam engine, the first one ever introduced into that province, and in a short time took out, with a few hands, nearly 1000 tons of ore, producing from 14½ to 10½ per cent., nearly all of which has been sold in Liverpool. Owing, however, to want of capital, to enlarge and extend the workings as required, I am about to dispose of a part of this property, when I for coal, by way of Suez and Mecca to Abystant and stream and affairs of the Cairo under a strong excert, for the purpose of searching are fastened with Spikes made at the above named for coal, by way of Suez and Mecca to Abystant and supplied with Spikes made at the above named for coal, by way of Suez and Mecca to Abystant and supplied with Spikes made at the above named for coal, by way of Suez and Mecca to Abystant willing to work it on a sinia Nuhis and we doubt not but that with ble as their adhesion is more than double any comextend the workings as required, I am about strong excert, for the purpose of searching to dispose of a part of this property, when I can find capitalists willing to work it on a sinia Nubia; and, we doubt not, but that with ble, as their adhesion is more than double any comcan find capitalists willing to work it on a sinia Nubia; and, we doubt not, but that with ble, as their agnesion is more man double any combarge scale. Since I commenced working, more than fifty other mines have been granted in the same district, by government to different individuals; and I am happy to see the ferent individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals; and I am happy to see the same district, by government to different individuals. Swansea people are not backward in this enterprize. Captain Richards, representative of a company there, has for some time been in the region of Bayatavo, and has been so much satisfied with its min ral riches, that he remains the region of Bayatavo, and has been so much satisfied with its min ral riches, that he will like the remains a recommendation of the remains a remains has taken up several mines, though, as yet,

mines are is hilly, though not mountainous They are accompanied with layers of flookan and blue colors, and are said to be better than those of the south side of the island, ing them fully equal to the best spikes in market, though our method of cleaning not being so both as to quality and appearance. All orders adperfect, the ores do not always turn out as dressed to the subscriber at the works, will be prompted by the expense of sending our ores to Albany since and Nail Works, Troy, N. Y. England has induced me to make strong efforts to establish smelting works in the United. States, which if it can be accomplished, will leave our mines a vast deal more profit to Europe thus far, the expenses, from the time they left New York, have exceeded 22 per cent. of their value. This is an evil I shall do all I can to remedy while I am interested in mines, but hope that in this our CEO. DITSON, interests may not clash.

U. S. vice consul. Nuevitas, Cuba.

It has been noticed in the Times, that the

RAILROAD IRON. - THE MARY-LAND AND NEW YORK IRON AND

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DATENT HAMMERED RAILROAD, SHIP T and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortiment of Railroad, Ship and Boat like St. Jago. The dip of the lode is gene-rally north, about 8 inches to the fathom. of head: From the excellence of the material al-They are accompanied with layers of floo-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the mamufacturers have no hesitation in warrant-

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron, the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

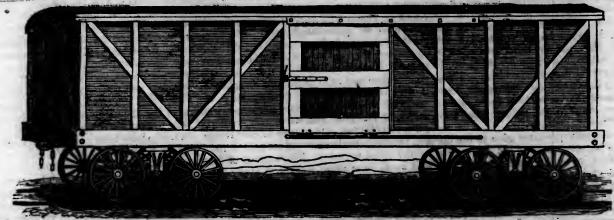
When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving

east and west direction, and found it universally productive. I then put up a steam ensured we have made, confirm this, and we find the constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, with distinguished honor, is Mr. Petherick, manufactured by the subscriber's Patent Machinery,

chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand. ja45.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every filteen minutes.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

JOHN S. DARCY, Esq., President.

J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of	DAILY	SUNDAY				
Courtland street.	. A. M	P. M.	A. M.			
" Elizabethtown	9, 11, 12	3, 43-4, 6				
Leave New Brunewick	6, 71-2, 11 1-2	83-4	11 1-2	81-2		
Elizabethtown	7, 71-2, 81-2, 101-2, 12 71-2, 81-4, 9, 11	3 1-2. 5				

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 43-4 P. M. to me Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabe	thtown.	Rah	way.	N. Brunswick		
			. Miles.								
New York	9 1-4	25	9 1-4	25	14 1-2 5 1-2	31 1-4 12 1-2	19 3-4 10 1-2	31 1-4 25	31 1-2 22 1-2	50 50	
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New Brunswick	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2			

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no anarray are form that no anarray are form that the such as noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretolore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad, Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Brooklyn.

Orde

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit orders for these commeys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844. ja45

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Millin manufacturing Spring Steel from 14 to 6 inches
Sites Towns, Farms, Wild Land, etc., surveyed,
Plans and Estimates for Buildings, Bridges, etc., preplans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

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REP Boston, Col. James F. Baldwin, Civil Engineer. With great promptitude, at reasonable prices, and the quality warranted. Address

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

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JOAN F. WINSLOW, Agent, ja45 j5a3 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE—A LOCO-motive Engine, 4 wheels and Tender. Cylin-ders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and wa-ter, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse ""

1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists May 12tf Alexandria, D. C.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

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MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving
and other locomotive wheels, axles, springs & flange
tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with
wrought tires; axles of best American refined iron;
springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns.

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.
ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York. NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the priucipal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, Reading, Pa.

ja45

Reading, Pa.

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AMERICAN RAILROAD JOURNAL,

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AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY.

AND MINES.

ESTABLISHED 1831.



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THURSDAY, JULY 24, 1845.

[WHOLE No. 473, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING. One page per annum. \$125 00 im portance, which occurred some few days One square \$15 00 phia, Wilmington and One column \$8 00 phia, Wilmington and One column \$8 00 baltimore railroad. One square \$250 On the passage of One square ". " Professional notices per annum.....

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pany.
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KITE'S PATENT SAFETY BEAM.

MESSES. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the fol-lowing circumstance of no inconsiderable

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

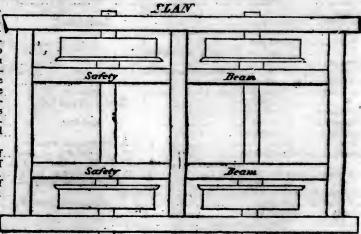
In short, we consider Mr. Kite's invention as completely successful the country.

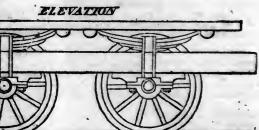
and lives in railroad travelling, and should be used on all railroads in the country.

JAMES ELLIOTT, Sup. Motive Power,

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

TA model of the above improvement is to be seen at the New Jersey railroad and transportation
files, No. 1 Hanover st., N. York.

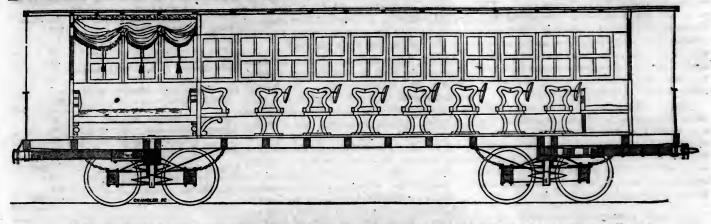


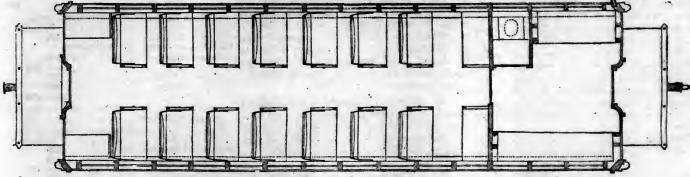


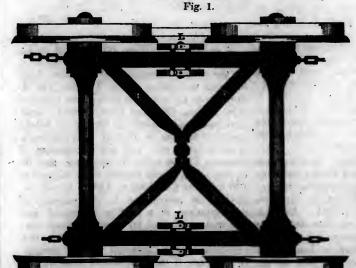
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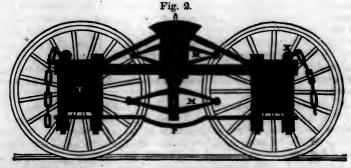
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	Portland	Fastern	Daily.	71,	21	106	\$3 00
46 0 8	Portsmouth			71,	21, 41,2	54	2 00
	Newburyport			71	21. 41	35	1 25
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	PortlandBoston		"	71,	21,	109	3 00
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"	" " New Haven	Western,	Daily,	9, 9,	21,	200	6 00
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lew York	Greenport	Long Island,	4	71, 91,		95	2 25
Brooklyn	Hicksville & intermediate places		Tues., Thur. & Sat.,	9‡,		26 · 95	2 25
"	Greenport " " Hicksville, (Saturd'y to Suffolk)	"	Daily,	32,	4	26	. 561
reenport			44		1	95	2 25
"	" (accommodation do.).		Mon., Wed. & Fri.,			95	2 25
licksville	" & intermediate places.	"	Daily,	7,	11,	26 .	561
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"		nect with Morris Railroad.]	Sundays,	9,	41,	91	25
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Auburn Rochester	AuburnBuffaloRochester	Rochester and Buffalo,	"			*****	
Auburn	. Auburn	Rochester and Buffalo, "Buffalo and Falls,	- 44				
Auburn	AuburnBuffaloRochester	Rochester and Buffalo, Buffalo and Falls,			11	*****	

PATENT CAR AND TRUCK. DAVENPORT & BRIDGES'









DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention:

Companies is respectfully invited to the following description of their justly-celebrated invention:

Fig. 1 of the drawing above represents a top view or plan of our Improved Railroad Truck. Fig. 2 is a central, longitudinal, and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusses: they consist of two long bars of plate iron (about three inches wide by seven-eighths of an inch thick,) bent into the shape as seen in drawing 2. Each of them is placed directly over a flat and straight tie bar, A, which extends from one end to the other, as seen in Fig. 2. These parts, so arranged, receive between their ends what may be considered as side trusses and diagonal cross braces, rest at their ends upon four pedestals, F, F, which receive the bearings or boxes for the axles to run on. Another flat tie bar, P, extends from the under side of one of the pedestals, and on each side of the journals of the axles, O, O, in the positions represented in the drawings. From the above it will be seen that there are two bolts to each pedestal, and that this number is all that is requisite for the full security of the bars and pedestals together. The body rests and moves upon two sectional supports, D D, arranged on the sides of the truss frames, as seen in Fig. 2; they extend somewhat, or a sufficient distance above the truss frames, and are jointed at their lower ends by means of a bolt, L, which rests upon the top of the bars and pedestals together. The body rests in the truss frame, and rests upon the top of the bar, A, and rests upon the top of the bar, A, and the inverted strap, E, which strap passes over and rests upon the top of the bar, A, to the arched bar, C.

Two bands, N, N, are passed entirely around the central part of each truss frame, the object of the same being to transfer the strain, or a portion thereof, of the spring, from the tie bar, A, to the arched bar, C.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agr

200

CAMBRIDGEPORT, April 1, 1845.

DAVENPORT & BRIDGES.

A Modest Proposal.—A petition has been ence to an extensive traffic at a future day, routes for travel will afford data for estimapresented to the house from Waterford, con-though it may not be deemed expedient to ting their respective merits: taining a pretty strong specimen of what is equip it at present with the necessary car-commonly called "Irish reciprocity." The riages and locomotives, or a heavy rail. To petitioner prays the house "to introduce a this end, and with a view to future traffic, it clause into all bills for forming railways in should intersect the villages on the line and Ireland making it imperative on the compa-near the termination when practical. nies of all such railways to convey, gratis' a Among the prominent articles for com-limited number of pedestrians who from pov-merce are, the flour made at Oswego, Fulton, erty are prevented from hiring a mode of Phænix, and Baldwinsville. conveyance"-[Railway Express.]

assay of a parcel of South Australian lead Liverpool, Salina, Syracuse, and Geddes, ore, recently sold in London, the results of destined for the lake markets, as well as which are highly gratifying and encouraging, wood for its manufacture, would afford a 45 tons yielded 15 cwt. 2 qrs. lead, and 21 large amount of tonnage, which is rapidly oz. of silver, to the ton of 20 cwt.; and 10 increasing. More than one-third part of the tons yielded 14 cwt. 1 qr. 11 lbs. lead, and salt made at the salines now seeks a market 10 oz. 13 dwts. silver, to the ton.

A NEW ROUTE TO MACKINAC.

We find in the Oswego Daily Advertiser of the 15th inst., which came to hand to-day-but whether from the Editor, or some attentive friend, we know not, as it is the first copy of the paper we have received, though we hope not the last-the following circular from the commissioners of the Oswego and Syracuse railroad: and we give it entire, as embodying information which may be useful to our readers, and especially as having an important bearing upon the work now brought before the public.

Those who are familiar with the route, and its advantages, do not require argument to convince them of the importance of this short link in a vast chain of communication. There are, in truth, but few people, comparatively speaking, who appreciate and the amount of tonnage descending the correctly the vast amount of business which will in canal must be nearly as great, including the a few years pass between lake Ontario and the salt, gypsum, and coal. Hudson river; and that business will mainly pass up the Oswego river to Syracuse, either by this ble the public to estimate the future magni- the "Great Western Road," in Canada, may, railroad or the canal now in use there. Of course tude of railroad traffic, when better counsels for the present, terminate at Chatham, head an investment in the stock of this railroad must be shall prevail, and a more enlightened and a of steam navigation on the Thames, and 50 come eventually exceedingly valuable.

OSWEGO AND SYRACUSE RAILROAD.

lature to open books for subscription to the advantages of our channels for trade and the complete the line to Detroit. As this work stock of the "Oswego and Syracuse Rail-enterprize of our citizens proffer. road Company." beg leave to present for

lowing results:

are from 34 to 36 miles. The ascent grad-ple them. ual, from Oswego to Syracuse, in all about 150 feet. No grade, on the most favorable route the travel to Niugara and Buffalo du- the 78 miles to Detroit; and if bound to route, exceeding 20 feet to the mile; no ex-pensive structures, deep cuts or high embank-deed, the packets, tedious as they are, take ments. The route abounding with timber large numbers of these travellers; and when troit and Sarnia, on lake Huron, 60 miles, and saw-mills.

vided the flat rail is used.

ble, and materials for commerce so abund-boisterous.

ant, the road should be located with refer
The following comparison of the several

All these comparisons give to Oswego an

Theresis a me as as

about 300,000 barrels were made last year. Austrian Lead Ore.—The following is the Salt, manufactured at the several villages of at Oswego; 200,000 barrels (of five bushels each) being the maximum quantity in a single year. About 100,000 cords of wood are now consumed in the manufacture, most of which is taken from the shores of the Oswego, and could be profitably transported on the railroad, even now, as it pays no toll to the canal. Salt, paying but one cent per barrel to the canal, might also be advantageously transported on the road.

> The aggregate amount of commodities passed up the Oswego canal last year was, from lake Ontario, including the flour of the Oswego mill, - - - 98,354 tons. the Oswego mill, From lake Erie, - - - 25,866 ."

Together, - - 124,219 ",

These facts are interesting, and will enamore just policy shall induce the state to miles from Detroit, or at Sarnia, the outlet of abandon her canal monopoly, and yield to lake Huron, 60 miles from Detroit; from The undersigned, appointed by the legis-commerce all the facilities which the natural each point good steamboat navigation would

public consideration the following facts and through in 1844, between Oswego and Syraby the other, would shorten their railroad to statistics; and, cuse, by packet and stage, including the way First—in relation to the feasibility of the fare, and dividing it so as to represent lieving the corporation to the amount of route—A survey has been made by a compethrough passengers, were 15,981. Added to three-quarters of a million of capital, and tent engineer, and a portion of the line has which, there were three or four daily lines still make their line for summer travel combeen reviewed by another, yielding the fol- of freight boats, and numerous salt and wood plete and perfect, it is not improbable this boats, all transporting more or less passen-expedient may be adopted for the present. First, That the valley of the Oswego river gers. It is believed the first year of the In this case, if the road should terminate at affords more than one favorable line on each railroad would double the number of pas-Chatham, the traveller bound to Detroit bank of said river. The length of the lines sengers, and that a few years would quadru-would still gain 78 miles in distance by way

the projected routes through Canada, look-making in all a gain by this route to Macki-Second, That the cost of construction and ing to the travel of the far west, shall be equipment, with a fair allowance for right of completed, this route will have strong at way, will not exceed \$10,000 per mile, prosummer months, and still stronger during the miles to its length, making the distance from Traffic or trade.—With grades so favora- spring and fall months, when the lakes are Syracuse to Detroit, via Buffalo, by railroad,

mig their respective ments.		
Route No. 1 From Syracuse to Mac	kina	c, by the
way of Oswego and Buffalo	٥.	
Syracuse to Oswego, railroad		miles.
O		maio.
Oswego to Toronto, lake	140	
Toronto to lake Simcoe, McAdam road.	28	-
Lake Simcoe, steamer	30	
Lake Simcoe to lake Moanitoulin,		
plank roadLake Moanitoulin 120 miles and lake	19	
Lake Moanitoulin 120 miles and lake		
Huron 130 miles	250	
nuron 130 miles	200	502
		303
Syracuse to Auburn, railroad	26	
Auburn to Rochester, do Tonawanda, do	78	
Tonavianda do	43	
Attica to Buffalo. do	31	
Attica to Buffalo, do		170
		178
Lake Erie and Detroit river		300
St Clair lake and river	60	
Lake Huron	265	
Lake Hulon		325
		803
In favor of the Oswego route		301
Route No. 2 From Syracuse to		
Thomas Inc. 2.—I Tom by factor to	25	miles.
Syracuse to Oswego	100	mines.
Oswego to Hamilton	165	
Hamilton to Detroit, by the "Great		,
Western road"	200	
		400
Syracuse to Buffalo	170	200
Syracuse to Bunato	110	
Buffalo to Detroit	300	4000
		478
In favor of Oswego		78
Ill lavor of Oswego		
Route No. 3 From Syracuse to Nia	igara	Falls.
Syracuse to Oswego		miles.
Oswego to Lewiston	135	
Lewiston to the Falls	9	
Lewiston to the rans		179
		113
Syracuse to Buffalo		
	178	
Buffalo to the Falls	178 22	
Buffalo to the Falls	178 22	200
Buffalo to the Falls	178 22	200
Buffalo to the Falls	178 22	200

is an arduous one, and this substitution of Passengers.—The number of passengers steamers for 50 miles by one route and 60 of Oswego over the Buffalo traveller. But if This road would divide with the present it terminates at Sarnia he would also gain

comfort of the traveller.

escape fatigue, and at the same time prose-cute his journey during night time. Thus, Wil cute his journey during night time. one night brings him from New York to and extensive commercial dealings, attract Albany, 150 miles; the next day by railroad travel strongly, yet the superior advantages to Oswego, 182 miles; the second night he of the Oswego route, it is believed, will at passes over lake Ontario to Toronto or least divide with Buffalo the travel of the far Hamilton, if the latter 165 miles; and the west. Aside from this western travel, the fare for Wisconsin, Iowa and the far west. second day to Detroit, by railroad, 200 region contiguous to lake Ontario must furmiles. Thus, two days and nights convey nish for this line a very large amount of the traveller from New York to Detroit, 697 travel and trade during eight months of the miles, or to lake Huron, without fatigue or year. This lake and the St. Lawrence have interruption to his accustomed repose. It is a coast of 600 miles, surrounded by a fine believed no section of our wide country af-country, already and fast becoming populous fords such facilities and combines such ad- and highly commercial. vantages for rapid and comfortable travel as this line will do when perfected.

routes through Canada, or lake Erie, a por-erous soil, and already has a population of of its scenery. tion of the travel, and perhaps a large por-tion of that destined for Illinois, Missouri, will hold their intercourse with the New and the lower Mississippi, will cross the England and Atlantic states through this state of Michigan and the head of lake channel, notwithstanding the Ogdensburgh Michigan to Chicago; but this travel from and lake Champlain road may be con-Detroit east will be shared by the rival structed, and the "Great Western" Canada routes according to their respective merits.

the head of Green Bay, 180 miles, thence up feet, divided in the best manner for hydrau-the Fox and lake Winnebago and down the lic purposes throughout the line.

Wisconsin, say about 210 miles, together

A canal along the banks of this river con-Wisconsin, say about 210 miles, together A canal along the banks of this river con-390 miles. This latter route passes through nects it, for commercial and manufacturing future states having reached Mackinac bound continent. east, can hardly be diverted from the short, miles to the same destination.

perior may be counted on with confidence as tributary to the Oswego and Syracuse railroad. Facilities are in progress to meet the wants of the traveller on this new and short railroad.

route.

Steamers are now plying on lakes Simcoe and Manitoulin, as also on the Fox and Wisconsin rivers. A McAdam road has been constructed between Toronto and lake Simcoe, and a plank road from lake Simcoe to Manitoulin, 19 miles. A good road is now in progress of construction around the

advantage in point of distance, and a still rapids of the Fox by the local authorities, NEW LINE OF COMMUNICATION BETWEEN THE greater advantage in point of time and in the which will be eight miles in length. The mfort of the traveller.

The alternations from steamer to railroad, Wisconsin has long been in use, and may at by the Oswego route, enables the traveller to small expense be converted to a railroad or

While Buffalo will, from its magnitude

The peninsula of Upper Canada, sur-rounded by lakes Ontario, Erie, Huron, After reaching Detroit by the respective and Manitoulin, has a genial climate, a gen-

From Mackinac to the Mississippi there will be two great thoroughfares for travel, dently believed that no section of our state For manufacturing purposes, it is confiopen and common to both these eastern rival affords such facilities as these 35 miles of routes above described, through lake Onta- the Oswego river, on whose banks the prorio and across the peninsula of Canada on jected railroad is to run. This river drains the one hand, and lake Erie, &c., on the a country as large as that drained by the Hudson, and a more equable discharge, its The two routes to the Mississippi are waters being first collected by numerous from Mackinac to Chicago, 345 miles, thence lakes, and discharged by an equable volume across the state of Illinois, about 160 miles, throughout the seasons of flood and drought, together 505 miles; or from Mackinac to and over a fall, in these 35 miles, of 120

the entire breadth of Wisconsin and strikes purposes, with the Hudson, the St. Lawthe Mississippi on the same parallel of lati-rence, and the great lakes; the salt works tude with Syracuse, at the centre of Iowa are established at one end of this canal and from north to south, and the heart of the railroad, with flouring mills throughout the mineral region of Wisconsin and Iowa, both entire line, fed from the great wheat region of which are destined to be populous and of the west, through the Welland canal, one

through Canada to Syracuse, for the more with an easy grade, which fits it admirably making a regular steamboat line from Gale-

SYLVESTER DOOLITTLE, HENRY FITZHUGH, GEO. F. FALLEY, PHILLIP HART, Jr., OTIS BIGELOW ASHBEL KELLOGG, B. DAVIS NOXEN, THOS. M'CARTY,

MISSISSIPPI AND THE LAKES

We find the following article in the National Intelligencer, copied from the Cincinnati Atlas, descriptive of a new route to the Mississippi. There was an effort made in '37 or '38 to open a communication by canal between these waters. A charter was obtained and the work, we believe, commenced, but the disasters of that period prevented its completion, at that time. It will, however, be again resumed and completed, when it will become a thorough-

We mentioned a few days since, on the authority of the Buffalo Commercial, that Captain Hotaling had succeeded in establishing a line of steamboats between Green Bay, on lake Michigan, and the Mississippi. This route is said to be one of the most picturesque in the United States; and will, in the course of a few years, become a favorite with the pleasure-hunting portion of the community, if for no other purpose than for the beauty

From a notice in the Galena Gazette of an experimental trip of the Maid of Iowa, we learn that she ascended the Wisconsin as high as Point Boss. That point is at the lower end of the rapids of the Wisconsin, and is the southern extremity of the great Northern Wisconsin Pinery. It is 130 miles above fort Winnebago, and 100 miles above where any steamboat has ever before been. She passed the dreadful Dells, which are mentioned so often by Indian traders, and which map-makers note so particularly. No one can form any idea of the grandeur of these rocks, which the river passes through. They are 8 miles in length, from the head to the foot, and present the most wild and picturesque view imaginable. For the distance of one mile the Wisconsin is crowded into a space of less than 50 feet in width, and the rocks on either side project in awful gran-deur and sublimity. The gulf of Niagra is nothing to it. The Maid crowded herself through it by steam, going up, and returning dropped through with an oar on each end to keep her straight, such as are used by raftmen in running lumber.

The Maid of Iowa will be run as a regucommercial states. The travel of these two of the most perfect works of the kind on the lar packet between Galena and fort Winnebago, where she will connect with the Man-With such advantages, present and per-chester, running on lake Winnebago. On cheap, and pleasant route of 502 miles spective, this cheap, short road, of 35 miles, this end of the route, the Enterprize, thus circuitous one through the large lakes of 803 for the immense commerce which awaits it na to Green Bay. The Maid of Iowa and at no distant period, cannot disappoint its Manchester come within sight of each other This northern travel, therefore, of Iowa projectors and patrons, but must, with ordi- at fort Winnebago, and have their trips so arand Wisconsin, and the shores of lake Su-nary skill and prudence in its management, ranged as to meet there each time, where a portage of one mile only divides them. The Manchester and Enterprize are also seperated by a portage of 61 miles at the outlet of the lake. Thence to Green Bay there is no obstruction-making the whole distance from the Wisconsin to the great lakes with but 74 miles of land carriage.

It is the intention to keep up the line thoughout the season of navigation, and by it, the Gazette says, goods can be delivered from the lakes, at any point on the Mississippi above Galena, for \$1.25 a hundred pounds.

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Paris and Orleans. Paris and Rouen Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Myre. Preston and Myre. Preston and Myre. Preston and Manchester. Preston and Manchester. Preston and Manchester. Preston and Norwich. Pres	and Selby 26 and Miscel um. of Am't. shares 10,000 10,000 15,700 100 10,000 15,700 10,000 15,000 15,000 10,000 15,000 10,000 15,000 10,000 15,000 10,500 10,000 10,50	2 1,600,000 4 1,430,000 9 1,450,000 8 2,996,000 6 465,000 5 1519,150 1 187,500 8 1,062,500 11ancous. 100 100 18\frac{1}{3} 35 14 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 1 100 6 6 100 6 6	0 400,000 0 179,852 0 311,759 0 154,785 0 20,000 0 62,500 0 167,500 0 167,500 0 179,852 0 311,759 0 154,785 0 20,000 0 62,500 0 167,500 0 167,500 0 167,500 0 179,000 0 189,000	1,978,415 355,161 951,455 3,464,172 590,006 348,626 230,250 676,644	31,247 4,191 11,895 40,993 8,509 5,401 27,132	91,171 7,066 14,876 81,4820 18,414 13,856 0 18,414 13,856 0 ME OF Comborough and Irwelesfield and Irwelesfield and Wester and Irwelesfield and Wick and Irwelesfield and Mershers and Mersh	10 0 6 1 16 0 8 nih nih nih 10 6 2 0 0 6 15 0 5 nih 10 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 8 10010 0 0 20 3 iil. 50 1 iil. 82 9 2 0 50 3 5 0 100 5 1 8 29 3 iil. 16 2 0 0 0 50 10 Num. 6 shares 2,44 22 1,76 3,00 21 1,76 50 25 3,77 2,66 8,14 3,90 4,86 4,86 4,86 1,56 6,48 1,00 9,90 Wate 4,86 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 8,29 1,00 8,29 1,00 8,29	9 White Fig. 8 Bonk Centre Fig. 8 Bonk Centre Fig. 9 Centre Fig. 9 Fig.	Yorksh ehaven a rench research	ire	ryport s	,000,00 100,00 ,500,00 ,280,00 ,400,00 ,500,00 ,500,00 ,400,00 ,200,00 ,500,00 ,400,00 ,200,00 ,400,00 ,200,00

AMI		N STATE									
STATE WORKS.	Lengtl in mile			843. Expend.	Income.		The	State Cane 17 feet wide	ils are all 4 to	eet deep, and O feet in leng	the locks
Y. r Black river canal	. 35	1,524,96					Th	e six mill	ions paid t	o the canal	fund fre
" 2 Cayuga and Seneca	. 21	237,000		7 10,953						re not incl	
" 3 Champlain canal	64	1,251,604		8						enesee vall	
Touching	. 23	2,420,000	16.10	0 14,486						e large sur	
" 5 Chenango		156,777	10,19	5 15,967 1 3,674	22,179 1,498					which add stimated gr	
" 7 Erie—enlargement of	363	12,648,852	21.880.31	6	1,200					ished. Th	
" 8 Genessee valley	. 120	3,739,000								wo canals a	
9 52 miles opened, cost \$1,500,000			12,299	2 13,819	19,641	15,557				g their total	
" 10 Oneida lake	. 6	50,000			621	1,636	finish	ed \$5,553	,000 and \$2	,409,000;	n expen
" 11 Oswego	. 38	565,437		7 22,742	56,165					incomes (
Pa. 12 Beaver division canal					7,381 109,278					1 \$14,000 re	
14 French creek.					103,210	22,0111	3. 44	e total rec	eipts from	the works	of Penns
" 15 Seneca river towing path					381					19,401; for t 30 million	
" 16 Columbia railroad					443,336	205,067	ONL.			ere as follo	
17 Eastern division					179,781	138,915	Cana	l tolls.			578,4
10 Juniala Canal	. 93						Raile	and talle			252,8
15 Fortage ranroad	130	• • • • • • • • • • • • • • • • • • • •			351,102	248,943	Metiv	re power,			319,5
20 Western division canal	105	,					Truck	cs,	-		13,4
22 West " " " "	73				101,949	57,633	of wh	ich \$585,	22 is from	118 miles	of railro
io 23 Hocking canal	56	975,130	4.757		5,286	4,139	and \$	578,404 11	om 550 mi	les of cana	L '
io 23 Hocking canal	. 85	1,660,742		38,826	77,844	22,341	The	canals of	Unio are	supported	DV a DI
25 Miami extension	1105	2,856,636	8,291	[12,723	14,741	perty	tax of 5	mills on t	ne dollar.	There
26 Miami northern division	35	322,000			unfin'd.		1943	4471 693	and in 18	State, which \$44 \$515,39	3 the c
27 Muskingum	. 91	1,627,318									
28 Ohio	. 334	4,600,000		1 123,398	19500	0000	- 44 0	Ver 4.1 18	OHIV SAA	at thousen	ne vear
30 Walhonding	91	3,028,340		6,400 39,005	1,977	1 000	nas e	x minnen a	r vreater tr	ICIPASE INTO	ughout
31 Western road	31	607,269 255,015		1,782	8,747		coun	try than e	ver before	known.	
1. 32 Sundry works		11,000,000	1,20	1,100			Th	ese 21 m	illions on s	undry work	s yield
33 Maume canal								ne whatev			
1. 34 Sundry works		10,000,000					Th	e central	railroad yi	elds above	6 per ce
ch 35 Central railroad	. 110	1,842,308		75,960	211,170	89,420	and i	s the only	State wor	k—the Erie tand alone.	canal
Solution ranfoad	. 68	936,295	24,064	7,907		~~~	~~~	-winch	abic to s	~~~~	
CANALS.	Length	Cost	1843 Incom		v. l	844. ome.	Div.	Value of -	. 1	REMARKS.	••
Pleabetone	miles.			Nett. cer	t. Gross.	Nett.	cent.	stock.			
BlackstoneBald Eagle Navigation		400 000		••••							
Beaver and Sandy, (part)		1,000,000							We may, 1	perhaps, at s	ome futt
Charleston, (S. C.)	1							tir	ne be enab	ed to give t	he parti
Chesapeake and Ohio	184	12.370.470	47.637					la	rs of all the		
Conestota	12	300,000								peake and	
Delaware and Chesapeake	13									ompleted to	
Schuylkill. Farmington.	108	3,500,000	279,795,10)2,221	. 190,693	120,624		31 m	The enlarg	its triffing the ement of the	e Schu
James river and Kenhawa			•••••	• • • • • • • • • • • • • • • • • • • •				kil	l canal has	been com	nenced.
Middlesex.									The Morris	s canal was	lately se
Port Deposit		200,000								n, about on	
Delaware and Raritan	43	2.900.000	99.623 5	3.327	. 131.491	84.455		of	its cost. 1	t is said in	the pap
Southwark		300,000					1	tha	at it is to be	enlarged.	We ha
Tide Water	45	2,900,000						sec	en no repor	t, nor heard	of the
Union	1	2,000,000							intment of	any engine	er.
Morris. Dismal Swamp.	101	1,000,000						28		100	
ipismai swamp	~~~	~~~~	~~~~	٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠٠	•••••	••••		~~~		Incom	ببب
CANADIAN CANALS.	Length in miles.	No. of Locks, locks. in feet	Length o	Size of lock	Depth on	Width o		Th	Expended to Sept. 1843.	1843.	1844.
The Welland canal	- Inities,	-	feet.	feet.	feet.	feet.	feet.	3 049 579	22,485,572	64,658	
lain trunk from Port Colborne to Port Dalhousi	98	31 328	150	26 1-2		45	81	0,010,01		,	
anction branch to Dunville. (not adde	1	$-\frac{1}{1} \frac{55}{6}$	150	26 1-2		35	71				
road creek branch to Port Maitland below.	1 1-9	1 6		45	9 1-2	45	85			1	' _
	1. 1		_ 200	70		10	•				
The St. Lawrence canalalops and Port Cardinal		2 7	200	45	9	50	90				
apid Plat		2 11 1-		45	9	50	90	672,49	973		
arren's point		1 31-		45	9 .	50	90	1		· ~	
wall, passing the Long Sault rapids	. 11 1-2	7 48	200	55	9 .	100	150	865,37	21,665,663 275,426		
uharnois, do. Coteau, Cedars and Cascades roa	d 11 1-4	9 82 1-		45	9	- 80	120			00.000	- c
hine, do. Lachine rapids		5 44 1-	2 200	45	9 .	80	120	old canal		29,288	
gement of do.								1,001,333	64,439		
Total from lake Erie to the sea		57 525 9 74	120	24	6	36	60	200,000	440,000	1,409	
	~~~			1843.	1 Div. 1	1844	~~	~~~	lue	~~~	~~~
COAL COMPANIES.	Length miles R. rd.   Ca	.   Cost		Income.	per	Incom			f	REMARK	3.
Delaware and Hudson	16 10		,000 930,2					13			
Lehigh.	20 7	6.000	,000					3			
1 1		. 5,000	,								
•	•				•						

			AME		RAILI				e 18co	A 60		8.5		SALE	
	RAILROADS.	Length	Cost.	Loans	Number	Paid on	Inco	me.	Div. per	184 Inco	me.	Div.	ous	Week en July l	16.
350	1 Portland, Saco and Portsmouth	miles.		debts.	shares.	har e	Gross.		cent.	Gross.		cent.	prices 1031	Shares.	Price 1034
Me. N. H.	2 Concord	35	750,000							131,404		12	65		
Mass.	3 Boston and Maine	56 17 1-4	1,485,461				178,745	68,499	6	233,101	86,401		117	8	114‡
46	5 Boston and Lowell	26	1,863,746	unfin.			277,315	144,000	8	316,909			120	4	11 1
66	6 Boston and Providence	41	1 996 135	none	19 600	100	933 388	110 823	6	282,701	156,109	6	114		
"	7 Boston and Worcester	21	2,914,076	not stated			40,141	17.500	6	428,437 17,737		71	1201	54	
. "	9 Charlestown branch		. 280 260	M		1	1		13	34,654	13,971		112		80
	10 Eastern 11 Fitchburg		2,388,631	justopn'd		••••	279,563	140,595	6	337,238 42,759			1131 124		1081
"	12 Nashua and Lowell	14 1-2	2 380,000				84,079			94,588	34,944	10	123		••••
- 66	13 New Bedford and Taunton	20	430,962 172,883	<b></b>			50,671			64,998	24,000	6			••••
66	15 Norwich and Worcester	59	2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	711	3,355	711
66	16 Old Colony		. 87,820	unfin.									106		
66	18 Taunton branch		63,075 250,000	unfin.				20,000	8	96,687	20,000	8	118		••••
	19 Vermont and Massachusetts 20 West-Stockbridge	3	41.516												••••
"	21 Western, (117 miles in Mass.,)		7,686,202	4.686.202	30.000		573.882	284,432		753.753	439,679	3	101	120	1021
11	22 Worcester branch to Milbury		. 8,431	506											
Con	23 Housatonic, (10 months,)	38	1,244,123		10,000	100				150,000		6	31 95	25	93
- 66	25 Hartford and Springfield	25 1-2	2 600,000	400,000	2,000	100									
- 44	26 Stonington, (year ending 1st Sept.,) 27 Attica and Buffalo	48	2,600,000 336,211	650,000	13,000		113,889 45,896	7.522	2	73.248	48.033	0	29	625	284
"	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	189,693	112,000	)	237.667	152.007	6	1094	10	109
11	29 Auburn and Syracuse	26 22	766,657	0		1334	86,291	27.334		96,738	52.544		116	•••••	••••
16	31 Erie, (446 miles,)		. 5,000,000	0									29	1,325	30
11	32 Erie, opened	53 26	1						<b>\</b>	126,020					
- (1	33 Harlem	31	1,206,231 575,613	1		50			1	140,685 35,029			69‡ 11‡	170	691
- 16	35 Long Island	96	1,610,221	1 392 340	29.846					153,456	58,996	0	71	7,380	
"	36 Mohawk and Hudson	22 .	1,317,893	400,000	10,000	100	42,242	58,780 3,000	1	79,804 34,666			58‡	•	
- (1	38 Schenectady and Troy	20 1-9	2 640,800	0		1	28,043	1		32,646	6,365	0			
#	39 Syracuse and Utica	43	1,115,897	none.	16,000	623	163,701 76,227	1.72,000	)	192,061 114,177	120,992 75,865		117		• • • •
66	41 Troy and Greenbush	6	180,000	0											
66	42 Troy and Saratoga	25	475,801	none.				21,000		38.502 331,932					132
N.J.	.44 Camden and Amboy	61	3,200,000	0			682.832	383.880	)	784 191	404.956		112	20	132
66°	45 Elizabethtown and Somerville 46 New Jersey	26 34	500,000	0		1			1						
44	47 Paterson	16	500,000	0				i				6	95 90	100 1,225	
	48 Beaver Meadow	26	1.000,000	0	1					1					
66	49 Cumberland Valley	36	860,000	0					1				30		
**	51 Hazleton branch	10	120,000	0		1				1					
44 0	52 Little Schuylkill	40	600,000	0							•••••				
11	54 Mauch Chunk	9	100,000	0											
"	55 Minehill and Schuylkill Haven	18 20	315,000 800,000									• • • •	61		
ee.	57 Philadelphia and Trenton	30	400,000	0									104		
11	58 Pottsville and Danville	29 1-9	2 1,500,000	0 0 <b>7</b> ,447,570	40 200	50				597,613	242 511		58	2,330	E 7
u	60 Schuylkill valley	10	1,000,000	0							343,011		30	2,000	57
66	61 Williamsport and Elmira	25	400,000	0		••••	120,000							021	
Del.	.63 Frenchtown	. 16	600,000	0									151	11,831	151
Md.	64 Baltimore and Ohio, (1st Oct.) 65 Baltimore and Susquehanna	. 188	7.623,600	0	1		575,235	279,402		658,620	346,946		491	1	481
"	66 Baltimore and Washington	. 38	1,800,000	0			177,227	71,691		212,129	104.529	1	2ŧ 84		
Va.		17 1-9	2 950,000	0				1							
4	69 Portsmouth and Roanoke	. 78 1-9	969,880	0						122,871	72,898	3			••••
4	70 Richmond, Fredericksb'g and Potomac	• 76	800,000	0						185,243	85,688	6			
	71 Richmond and Petersburg	• 32		0											
N. C	.73 Raleigh and Gaston	84 1-9	2 1,360,000	0											
s. c	74 Wilmington and Raleigh	161	1,800,000	1							10 106				
- (6	76 Columbia	66	5,671,452		34,410	75	201,464	77,456		328.425	140,196	5			
Ga.	77 Central	. 190	2,581,723 2 2,650,000				227,532	1 93,190							
ec	79 Montgomery and West Point	. 89		170,000		100				248,096 35,000	15 000				
Ky.	80 Lexington and Ohio	. 40	450,000	0											
66	81 Little Miami	40	152.00	0											
Ind.	83 Madison and Indianapolis	56	212,000	0											
Can	. 84 Champlain and St. Lawrence	1 15	li					12,000	) ¹	58,000	24,000	····	110	l	

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

#### Thursday, July 24, 1845.

For several editorial articles see page 477.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 23,770 tons, and by canal 5,490 02, making 29,260 02 tons for the

The demand for coal continues brisk for all kinds of red and white ash coal, and the prices remain BY RAILROAD.

From Pottsville and Port Carbon—total....157,101

From Port Clinton—total.	5,364
Total by railroad	
From Pottsville and Port Carbon—total	50.999
From Schuylkill Haven—total tons	16,045
From Port Clinton	21,590

Total by canal......96,934 Total by railroad and canal.....

LEHIGH COAL TRADE Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, 27,404-Room run do., Beaver Meadow railroad and coal co., From Penn Haven-Hazleton coal co. 9,284 From Rock Port-Buck Mountain coal co.,

182,744 WYOMING COAL TRADE-total to June 28. . 66,267 PINE GROVE COAL TRADE .- total ...... 31,349 MINEHILL AND SCHUYLKILL HAVEN RAILROAD ..199,401 124,605 total tons.. MOUNT CARBON RAILROAD—total tons ... [Miners' Journal.

We are obliged to the friend who sent us the following notice of an article published in We can well imagine a difference between a bridge for a common country, or village road, and one for such a business as that of give us a more definite description of the bridge referred to?

Mr. EDITOR:—A correspondent of the American Railroad Journal, who signs him-self "J" makes some supposed corrections on the article which appeared in you paper a would give important facilities to the business comfew weeks ago relative to the iron bridge on munity. And such a line will yet be established, bridge put up in this country, as there are We might cite the Western road from Worcester miles an hour; no lives, however, were lost, and

Erie canal—and as to the superior strength quite ready to speak. of the Erie canal bridges I cannot speak, as "J" has not informed us of the kind of structure, but if he asserts that the Erie canal bridges are capable of passing engines weighing 19 tons, and drawing a load of 110 cars, weighing in the aggregate 800 tons, it will be time to talk of the relative strength of the bridges. Yours,

#### WASHINGTON RAILROAD.

The question of a reduction of the fare on this road was again brought before the board of directors of the Baltimore and Ohio railroad company, at the meeting of yesterday. At three several meetings heretofore, the board was equally divided on the question, but yesterday there was a majority in favor of reducing the fare to two dollars, and it was accordingly determined that the fare should be at that price on and after the 14th instant. This is a good step, but it does not, we think, go far enough.

The Baltimore American of 10th inst. has the ken freely on the subject, as our readers are fully aware, and shall have more to say hereafter in relation to it, when the present movement shall have would result from a bold, liberal reduction; such as is manifestly called for by the spirit of the age, to confidence to believe that the managers of the road -109.590 act from what they deem the best interests of those 34,614 who have invested their capital in the work; altho' 29,256 we must still entertain and inculcate the doctrine roads between New York and Washington, would especially be benefitted by such a policy, low fares railroads to facilitate the business of that country. and high speed, as thousands of our citizens would From reading the railway papers only, one is led travel were lower and less time were consumed.

Why should a person on going to Washington

now on the Erie canal two or three iron to Albany as an evidence of high fares-that is com bridges of greater dimensions and of a supe-paratively high-driving passengers by the way of rior kind of structure. I would inform "J" New York, simply because they can travel 350 miles that a railroad bridge was alluded to, and by the way of New York, cheaper than 200 miles not a highway bridge, such as are over the over the railroad; but upon this subject we are not

The Britannia, from Liverpool, arrived at Boston on Saturday morning last, by which we received the Railway Express of the 20th, and the Railway Record of the 14th and 28th of June-but our regular files of Herapath's Journal, the Railway Times, and the Mining Journal have neither of them come to hand. We are fortunately, however, supplied with a file of Herapath's Journal to the latest date - by the Great Western, which arrived at this port on Monday morning - from a liberal friend, an eminent merchant of London, to whom we have been often before indebted for similar favors, as well as for occasional ably written communications, in relation to important subjects, in which our readers are deeply interested. For the one which we lay before them in this number from the same source, we ask the attentive perusal of all in this country who take an interest in railroads. We know well that few Americans have been more deeply interested in the success of railroads than the writer of the letter referred toand none would derive more pleasure from their extension, and ample success, than he, and the above paragraph in relation to the reduction of fare house in a neighboring city, of which he is a memon the Washington road. We have heretofore spo- ber. We are fully aware of the inconvenience, and labor we have given him by our former request and desire to tender our thanks for the past; yet we cannot well avoid soliciting from him a conhad a fair trial. We do not, however, anticipate tinuance, as opportunity may allow, of his favors from so modest a movement, the full benefit which for the Journal, as we are sure that good will result to the cause from them.

We find, on referring to our papers, that the sub-1-50 through, or \$2 for the round trip, the same day; ject of railways continues to occupy, as heretofore, yet we will give it a fair trial, as we certainly have the attention, not only of speculators, but also of capitalists, both in and out of parliament-not only in England, but also in all Europe. So great, indeed, is the confidence in their value in aid of we must still entertain and inculcate the doctrine, business that they are to be introduced into India on that "low fares and high speed for passengers" will, a large scale. An engineer has been recently apon most railroads in this country, tend to increase pointed to proceed to India, with a salary of £4,000 the profits of the shareholders. And we think the per ann., for five years, and £500 for expenses out and the same in, to lay out a general system of

like to, and would visit Washington if the rates of to the conclusion that scarcely any other business than railway legislation occupies the attention of parliament. Rival lines and rival gauges give be compelled to sleep on the way? He may do so rise to a vast deal of manœuvering and eloquence, the Journal of the 3d July, in relation to twice if he chooses, yet there should be one train a and an abundant harvest for solicitors. "The war iron bridges, as we do not receive the An-day, leaving New York at 5 P.M., by which passen- of the gauges," as it is termed, is calling out great thracite Gazette in which it was published gers may be in Washington, certainly by 8 o'clock efforts from the friends of the original-or narrow next morning and at a cost not exceeding \$5. Then gauge—to prevent the adoption of Mr. Brunel's people might go to Washington, transact business broad-or 7 feet-gauge, as on the Great Western, and be at home again in 36 to 38 hours, and at a while the friends of the latter are equally active cost of 12 or \$13. A through ticket for \$5, to be and have even been successful in the commons—to the Reading railroad. Will "M" please divided, \$2 to Philadelphia, \$2 to Baltimore and \$1 establish the broad gauge on certain important to Washington; with an average speed of 20 miles lines and their branches. It has been held by the an hour, would add vastly to the travel over these friends of the broad gauge that there was less liaroads, and we have no doubt that it would within a bility to accident upon them at high speed, than year, materially increase the income. Such a upon the narrow track; but the recent accidents line to carry the great south mail, merely leaving upon the Great Western railroad were altogether. and receiving mails at Philadelphia and Baltimore, inopportune to give force to that argument. It was exceedingly fortunate, and indeed almost a miracle, that more damage, both to life and property, was not

but few bones broken, or injured. We shall endea-|iron at anything like a price to induce purchasers Walker, near New Castle, is building fifteen from have it correctly.

(Foreign Correspondence of the American Railroad Journal.) 21 TOKEN HOUSE YARD, London, July 4th, 1845.

DEAR SIR: - Excessive occupation has prevented me from replying to your esteemed favor of the 21st March, before. I have from time to time, sent you out the Railway Journal, and yesterday by the Great Western I put up six numbers by a friend, which I hope will reach you safely. I have had conversation with the editors of the railway papers here, who feel no interest whatever in American railways, neither has the public at large. There are some English interested in the Reading railroad, and in the Lehigh Navigation co, but such is their distrust of these and everything else American, owing to the delinquency of Pennsylvania and Maryland and the other defaulting states, that they will sell out as soon as they can, and have nothing more to do with our unfortunate country, whose reputation has been so wonderfully lowered in the last five years, that, although this is the anniversary of her political birth, not an American is willing to acknowledge it, by celebrating a day that ought always to be held sacred by our countrymen. This was not the case a few years ago, before our country became the bye-word of contempt and dishonor; for Americans were then proud of the land of their nativity and always celebrated the 4th of July with the utmost zeal and enthusiasm. I do not think the English will for the next twenty years feel any interest in our railways, for Holland, Belgium, France, Germany and even Italy, Spain and Portugal are much nearer and appear to engross all the spare capital that cannot find employment in the magnificent railway enterprizes of this country. We had previously to 1840 a command of the purse of England, but we have lost the confidence of this people and I fear that in neither your life time nor in mine will it be regained. Money is cheap here, 21 per cent. for discounts, but none will go into American enterprizes. I am very sorry I cannot give you any information respecting the nature of the agreement made by the post office and the railways here. All I can say is, the system pursued by this government is liberal in the extreme, and highly remunerative compared with the niggardly system pursued by our government to the railways of the United States; whereas it ought to be precisely the reverse, for in Great Britain the railways could well do without the assistance of government, while in our country, railways are generally supported very poorly by the public, and are not remunerative to the proprietors, and therefore a paternal government ought to make great exertions to aid in all legitimate ways this incalculably valuable system for the promotion of civilization, prosperity and happiness of an immensely extended empire like ours. I am assured that our government has adopted a lower rate of postage, but it is a pitty they did not resort to an uniform low rate, say 5 cents per half ounce. In Great Britain the letters in 1844 had got up to the Great number of 242,000,-000 from 75,000,000 before the penny postage was adopted.

I am glad to say that iron is decling here. I think if I had cash in hand I could execute orders for rails, such as are sent out to the United States, at £9 per ton, free on board at Cardiff; but as long as the unwise duty of \$25 per ton exists in our country it is not to be expected that many railways will be made unless wood be resorted to; for our Pennsylvania iron masters have not the ability to make railway

demand for ship building and house building, indeextraordinary. You have already published in gratification. your Railway Journal the fact that one house in

vor to give an account of the accident when we to contract with them. In Pennsylvania the iron ships (for sails) for colliers, and I have to inform furnaces are blown out in the month of November you that one ship building house here employs noor December, and are not relighted until February thing but iron, and that they have on their stocks or March, whilst in this country a blast furnace is constantly seven iron steamers, and as fast as one is constantly at work, the fire never ceasing day or launched another is commenced on the ways she has night for 12, 15, and 20 years, and I can mention just left. This house had on their books orders for furnaces in South Wales that have been in blast for 83 steamers a few months ago, how many they have twenty-five years. With the want of science, skill, now I know not, but probably many more, as the capital, and experience, how is it to be expected popularity of iron as a material for building vessels that the iron masters of Pennsylvania and Mary- is constantly increasing. The number of iron vesland can make railway iron as fast as our rail-sels building by other houses in London, besides ways want it. I am told the Mt. Savage iron works Hull, New Castle-on-Tyne, Leith, Dundee, Aberin Maryland is making one hundred tons per deen, Glasgow, Liverpool, Bristol, &c., &c., would week of railroad iron, and that at the Great West-really surprise you if I had the time to collect the ern, near Pittsburg, in Pennsylvania, some railway facts on this subject. The consumption of iron for iron is being made; but when thousands and tens of house building, particularly for roofs, floors, joists, thousands of tons are required weekly, how ridicu-colums, window sills and shutters, and other parts lous it is to depend on our own resources; particu- of houses, is very rapidly increasing. The conlarly when so many thousand tons of pig and bar sumption for other purposes is also rapidly increasiron are wanted, which cannot be made in this coun- ing, and I will mention only one more fact to illustry, but are obliged to be made and imported from trate this. I took some American friends, a short Russia, Sweeden, Norway, and Great Britain. The time ago, to the engineering establishment of Sir manufacture of pigs and merchant bars require less John Rennie to see nine pairs of hugh gates intended capital, skill, and experience, and are much more for the locks of the dock of the great government naremunerative than railway iron. Let the American val station of Sebastipole, in South Russia. These iron master confine himself to these articles, and gates of course consisted of cast iron ribs and ties, also boiler iron, axles, and cast iron of all kinds, and the filling up was of wrought (boiler) iron, and and he will have full employment; and if they will were 64 feet broad by 32 feet high, and each gate allow railways to get their supplies of rails at \$25 weighing nearly 100 tons, making 1800 tons of iron per ton cheaper, from Europe, than they now do, for these 18 gates. I should weary you if I were to they will promote the construction of railways, continue to relate facts to show the greatly increaswhich, in turn, will consume, for locomotives, ten-ed consumption of iron because it is cheap. It will ders, axles, wagons, turntables, chairs, &c., &c., a be so in our country also if we reduce the price, and ton of iron for every ton of rails laid down upon the the iron masters in the United States will be more road. All the iron required for railway purposes, profited by selling 1000 tons at \$50 per ton than by except the rails, must be made in our country, and selling 500 tons at \$75 per ton. Nothing stimulates if you encourage the making of roads by the reduc-consumption so much as low prices, and nothing tion in the price of rails, by the amount of the duty, checks it so much as high prices. I am rejoiced (\$25 per ton.) by so much do you encourage the that there is a prospect of a railway from New Enconsumption of American iron for railway purpo-gland to Montreal-whether it be to connect New ses as pointed out above. But keep the railway bar York, or Boston, or Portland, with the Canadian at \$25 per ton higher than it ought to be and you di-capital is not of much moment to the public, but minish the consumption of American iron by every that it should be formed with one of the American ton that would be required to make the accessories cities is of vast importance, and will, I hope, be carnecessary for transportation on the railway. If this ried out. I was sorry to see the counteracting efis doubted, ask the Reading railway company if a forts of the Canadian government to render our pound of English iron has been used for the loco-drawback law inland inoperative. But our conmotives, tenders, wagons, turntables, axles, &c., gress did not act liberally, for the retention of 21 &c. All have been made of American iron, which per cent. of the duty on goods exported inland ought never would have been used, or required, if the En- not to be. When I was in France, a few months glish rails laid down on the road had not called for ago, I saw bags of American cotton going from the use of those article, which are exclusively made Havre across the whole breadth of France, destined of American iron. If this be a correct view, and I for Switzerland and Germany, with nothing but a have some right to think I am correct, for I speak piece of lead, stamped with the custom house mark, from thirteen years experience, is not the Pennsyl- to show they were destined for foreign countries. vania or the Maryland iron master the very one The duty was nil, and the whole expense of going who should make the greatest exertion to have the through the Havre custom house was 5 centimes, or repeal of the duty on railway iron effected with as I American cent! whilst our custom house requires little delay as may be. Just in proportion as you oaths, certificates, bonds, and formalities of every reduce the price of iron do you increase its con-kind. When will governments learn wisdom and sumption, for it is an article of the first necessity of leave commerce free and unshackled from all recivilized life after food and raiment. In this coun-strictions? Oaths and quarantines are the opprobria try the consumption is for a most astonishing of a civilized and commercial nation, and custom amount, and it is applied to purposes unknown in houses are not much better. The most prosperous our country-indeed it is becoming the substitute nation of the world, considering circumstances, the for wood for almost all purposes. The increased Swiss, have no custom house whatever. I shall always be happy to serve you and be useful to you, pendently of the increased demand for a most active and I will continue to send Herapath's Journal, and prosperous state of general trade, to say nothing which I exchange with him for yours, which I asof the requirements for railway purposes, is most sure you I always read with infinite pleasure and I am, dear sir, Yours, most truly, GERARD RALSRON.

TORONTO AND LAKE HURON RAILROAD.

A single number of the British Colonist, a paper published at Toronto, Canada West, has come to don, Chatham and Windsor. hand, in which we find several articles in relation to the above named railroad. The editor of the Colo nist has some very sensible remarks in relation to the routes and termini proposed by interested parties which ought to be generally read. . There is nothing more true than his remark that the "termini of the railroad cannot be everywhere," nor can the road pas every man's door, nor indeed every village, therefore we adhere to our favorite theory, of deciding the question of route and termini, all else being equal bb the instruments, rather than by the personal interest of any individual. The interest and convenience of those who pay for the use of the work, as well as of those who receive the profits, are to be consulted always.

formation respecting this great undertaking travelling from east to west, and from west to We refer particularly to the proceedings of held lately at Detroit, in Michigan. We are desirous of keeping constantly before our which are admitted to be er readers, the best information of what is going proposal of "Locomotive." on, in reference to this grand undertaking, that, we would ourselves be hospitably received at Goderich; notwithstanding past dif-the Canada company; and the active exertions ferences about termini, were we to go with in its favor of the capitalist and patriot here the first pleasure party from Penetanguishene and in the United Kingdom. round cape Hurd; and that, even a call at Owen's sound and Saugeen, would be alike ation of the directors to be chosen on Months Rutland railroad.—The stockholders in the Champlain and Connecticut river railacceptable. The termini of the railroad can-day, and all others concerned. not be everywhere, and the choice of the most suitable places, are fair subjects of discussion, in the public journals. We may dis-

ered, probably by most of our readers, if not by the whole of them, when they trace the proposed track on the map, as an exceedingly or to the amount, perhaps, of \$50,000, yet he cannot or to the amount, perhaps, of \$50,000, yet he cannot or to the amount, perhaps, of \$50,000, yet he cannot or to the amount, perhaps, of \$50,000, yet he cannot or to the amount, perhaps, of \$50,000, yet he cannot or to the amount, perhaps, of \$50,000, yet he cannot or to the amount, perhaps of two men representing two vote on the proxies of two men representing two the Northern railroad (from Concord to Lework.

line from Toronto to Guelph, Stratford, Lon-

Total distance.....

)	Branches from Stratford to Goderich 45
	Hamilton to Guelph27‡— 72‡
g e s	Hamilton to fort Erie, 53 miles, or say to  Queenston, distance
e e l,	Total length of now proposed route
5	Hamilton to Guelph
-	Difference 271 miles. 2491

It is obvious from those statistics, that this Our columns to-day contain a variety of in- line of road would secure all the American east. The difference in distance, only 273 by the committee appointed by the meeting fort Erie to Windsor direct, is nothing in comparison with the numerous advantages

That the proposed line would pay, if any in

#### NEW HAMPSHIRE LEGISLATURE.

We observe in the last Patriot, a letter tion. The legislature, in its superior wisdom, pas- in Boston. signed "Locomotive," in reference to a new sed a law requiring railroad companies to obtain difficulty in securing the necessary capital, upon a solid and fair basis, in every way favorable to the present and future credit of the vorable to the present and future credit of the province. We have said that the plan of Locomotive" is feasible. It will be considered a man to vote upon the have advertised a meeting of the stockhold-

legislature. To those of our citizens who of operations."—Ib.

The plan of "Locomotive" is to run the are interested in railroad and manufacturing corporations in that state, the removal of this vexatious and unnecessary incumbrance upon their property must be a source of gratulation; but not more so to them than to the people of New Hampshire, that a policy, more congenial to the true interests of the state, and with more regard to the just rights of corporations, has been adopted. The leader of the radical force in the legislature, having acquired glory enough for one session, was induced to forego open opposition to this bill, which was so drawn up as to recieve the official sanction of Gov. Steele, and it may be that this modified compromise may be so guarded as to be conducive to the interests of both the state and the corporators. Hill's Patriot has the following synopsis of the bill:-

It authorizes corporations to make by-laws, providing for the representation of stock, no the meeting at Guelph, and the report made miles, between the proposed line and one from one person being allowed to represent more than a fiftieth part of the capital. Stockolders in corporations are authorized to appoint which are admitted to be embodied under the proxies for the representation of their property, but no such proxy is allowed to vote on the shares of more than one individual. A, with the hope that the right path will be discovered at last, and that the disputants about undertaken and speedily completed, it would it amounts to only one, or any number of ly be acknowledged the best; that they will agree to travel the road when the rails are for its fortility and its most of the shares not exceeding a fiftieth part of the whole number—whether B's stock amounts agree to travel the road when the rails are for its fertility; and it would, moreover, com- in value only to \$100, or, as in some cases, laid without quarelling! We even think mand the favorable interest of the govern- \$50,000, or perhaps \$75,000. But A canment; the acknowledged weighty influence of not act as proxy for B and C, at one and the

road, met at Rutland on the 3d, and organized by choosing six of the nine directors NEW HAMPSHIRE LEGISLATURE. necessary (no stock yet taken in Boston.)—
It is amusing to see the 'wise men' of the old Judge Follet's name, of Burlington, is at the cuss; we may differ; but there is no necesgranite state strugling between their radical notions head of the directors as president. It was sity for quarrelling. Differences are seldom in relation to 'corporations,' and their interest, resolved to complete the subscription, if posgranite state strugling between their radical notions head of the directors as president. It was which would be so much promoted by their opera-sible, to a million, before opening the books

Passengers from Rutland, yesterday, underline of railway, which will no doubt attract the consent of each person through whose land the stood that the million was actually secured. considerable attention, as every line heretofore proposed has done. The plan suggested
by "Locomotive," is a feasible one. It comeither in this country or elsewhere, upon a line of
ground the milition was actually secured.

No curve less than 2000 feet—half a mile
saved in distance—less than one mile of clay
ground the whole distance—from by "Locomotive," is a feasible one. It com-either in this country or elsewhere, upon a line of ground the whole distance—75 ascent from bines a variety of interests, may we not ven50 miles in length; but they found that capitalists Rutland to Burlington. It is now with great ture to say all the interests, in one common object; and, it is conceived that, if embraced at once by all concerned, there would be no leaving it to a company for 200 years or so! And

its details, we hope, at least, that it will be the Proxy Law in New Hampshire.—Notwith banon and the mouth of White river) have means of leading to the adoption of some standing the unfavorable indications at the announced that the enterprize in which they other plan equally fair and plausible, and commencement, we are pleased to learn that have so long been engaged, is about to be combining as many great interests in its sup- a proxy law, sufficiently liberal in its provis- accomplished; and the stockholders are noport. Union and cordial co-operation is the ions for all practical purposes, was enacted tified to meet at Concord, on the 8th to adopt grand object to be attained, to further the at the late session of the New Hampshire measures for an immediate commencement

THE RAILROADS OF BELGIUM, With a notice of the other modes of internal communication-translated and abridged from "La Belgique et' les Belges," by Maj. G. T. Poussin, formerly of the U. S. E.

BY G. C. SCHAEFFER, C. E.

The Belgians, famous for their agriculture, remarkably industrious, and almost as enterprizing and commercial as the Americans, have always justly estimated the importance of an easy transport "heel path" is generally as wide. of the products of the soil or of their manufactures. At a very early period, great attention was paid to the improvement of the means of transport, but feet 9 inches go to Brussels, occasionally lightening in relation to receipts and expenditures. It will be within a few years the extension of their system of their draught. The interior slope varies from 45 to communication has been immense—the whole coun- 65 degrees. The whole descent is 48 feet, overtry is intersected with railroads, canals, and rivers, besides numerous and excellent common roadsand Belgium in this respect is superior to France, or even England, although inferior to the United

COMMON ROADS.—These are divided into four classes-state roads, provincial roads, chartered ral vessels at the same time. It is fed by the Sonne roads, (routes concedes,) and country roads.

There are at present,

2,156 miles of state roads. 1,053 provincial roads, 301 chartered roads,

3,510 miles of paved roads.

The country roads are very numerous.

The Belgian roads are generally very well constructed, are almost all of them planted. The charge of all work pertaining to them is given to the corps of bridges and roads.

The expense of maintaining the roads absorbs the whole income of the tolls, which is entirely devoted to this purpose. The capital invested by the state has never, in the most fovorable times, paid more than three-fourths of one per cent., and since the establishment of railroads, has barely paid, or even sometimes fallen short of, the expenses. The influence of the railroads in diminishing the travel on the ordinary roads has, therefore, not amounted to much, for while it has lessened the travel of the parallel, it has increased that of the transverse, lines.

Suitable provision is made for the opening of new roads, and every pains taken to maintain even the county roads in good order at all seasons.

NATURAL AND ARTIFICIAL NAVIGATION.—The situation of Belgium is remarkably favorable to communication by water, both by rivers and canals. Three great basins are comprehended within its territories-portions of the basin of the Scheldt and of the Meuse, and nearly the whole of the valley of this purpose, as well as for the purchas the Yser. The tide flows throughout nearly the whole extent of them.

of the kingdom, while, of the numerous tributaries, the highest levels are not more than 100 feet above mean tide at Antwerp-a remarkably favorable condition of country for the construction of canals. The other basins, though less extensive, present the portation on the canals reduced to 2, to 4, or, same advantages.

These remarkable natural advantages caused the Belgians, as early as the 12th and 13th centuries, to at most, 1 cent and and this per ton per mile. devote their attention to commerce, and the first fruits of the spirit of improvement were the ship ca- of Belgium is 439 miles. nals of Bruges and Ghent.

Towards the end of the 15th century, the im-provements pays nearly one per cent. provements of the upper Scheldt were commenced;

dinary effort, made itself a sea port by its famous length, of great depth, and traversable by ship canal.

The canal of Brussels runs nearly north and south, commencing in a large basin within the city and terminating in the Rupel, a branch of the Scheldt. Its length is 13 2-3 miles-its width at the surface varies from 100 to 166 feet. There are five levels. The tow path is generally from 27 to 33 feet in width, but is never less than 20 feet. The

The mean depth, with the water at the ordinary level, is 10 feet 2 inches, but vessels drawing 10 years shows an exceedingly favorable result, both come by 5 locks.

This canal was commenced on the 16th of June, 1550, and was finished in 1561, long previous to any other work of the kind in Europe.

The locks of the canal of Brussels are at present 24 feet 7 inches in width, and intended to pass seveand the waste water of the canal of Charleroy.

During the wars of Louis XIV the canals executed by Vauban were rather for military than com-

mercial purposes.

The opening of the quarries and mines in Belgium gave a new impetus to improvement, and in the early part of the present century the Grand Meuse, and the Scheldt, was commenced. works of this period were immediately useful to Belgium, and which were completed-were the ca-Ostend.

After the re-union of Belgium and Holfrom the ocean. Fifty millions of francs were expended upon the canals of the kingdom.

At the time of the formation of the independent kingdom of Belgium, in 1830, the Belgians felt the need of a more complete system of communication, not connected with that of Holland, upon which they had before depended, but with which they must now compete. This was the origin of the railroad system-but canals were not neglected. Many new and important works were commenced, and a fund created for this purpose, as well as for the purchase by

The Belgians have adopted the principle The basin of the Scheldt covers the greater part that the means of communication should not road, during the year ending June 30th, be considered as sources of revenue, but that the whole income should be devoted to the maintenance and further extension of the system. Hence we find the cost of transat most 5 centimes per ton per kilometre,

vessels from the ocean, and without locks.

Other works of great magnitude are now projected, or in progress, the estimated cost of which will be 50 millions of francs.

#### EASTERN RAILROAD.

The Salem Register of the 17th inst., contains the following statement in relation to the Eastern railroad for the past year. The comparative statement of the receipts and expenditures during the past five seen that, with a very greatly increased business, the expenses have been reduced from \$179,958 93, in 1841, to \$134,318 86, in 1844! and that the receipts for the year ending June 30th last were \$351,328 61, and the expenses were only \$113,014 48. The cost per mile run in 1840 was .856, while in 1844 it was only .533!! Thus demonstrating, in the clearest manner, the true principle of progression of profits on well located and well managed railways, by a regular increase of receipts and decrease of expenses. The net receipts being 9.34 per cent! and that, too, at reduced fares!

The annual meeting of the Eastern Railroad Company was held at the Station House, in Boston, on Monday. The following gentlemen were unanimously elected as Northern Canal, which was to unite the Rhine, the directors for the ensuing year: - Messrs. David A. Neal, John Hooper, Amos Bin-ney, Daniel Adams, Jr., John Bryant, Jr., Isaiah Breed, John E. Thayer. Benj. T. nal of Mons and the improvements at Antwerp and Reed, Esq., resigned the office of treasurer, which he has held from the commencement of the enterprize; whereupon resolutions, land, the commerce of Antwerp revived, and offered by Mr. Degrand, were unanimously Bruges and Ghent were reached by vessels adopted, thanking him for his ability, zeal, industry, firmness, &c., and requesting the directors to present to him a piece of plate, with a suitable inscription.

Among the facts laid before the meeting, the Gazette says, were the following comparative statements:

Re	ceipts.	Exp	enses.
In 1840,	\$193,367 57	In 1840,	\$115,433 10
" 1841,	299,574 13	-11 1841,	179,958 93
" 1842,	269,168 72	" 1842,	144,039 71
" 1843,	274,641 64		129,640 63
" 1844,	343,899 60	1 1844,	134,318 86
Mil	les run.	Expens	e per mile.
	112,047	In 1840	.85.616
" 1841.	168,527		.86.085
" 1842	184,127		.65-542
" 1843			.56.821
" 1844	204,962	" 1844	
ema .			

The receipts from the business of the ere.... Expenditures,.... \$351,328 61 113.014 48

Net profits from the road ...... \$238,314 The net receipts being \$9 34 56-100 per share.

In their report the directors say-

The result of the operations on this road or nearly 3ds of a cent to 1 cent and 1d, or, during the past year will, it is hoped be satat most, 1 cent and 10ths per ton per mile. is factory. The business has increased, and At present the whole length of the canals is increasing—the public are better accom-Belgium is 439 miles. The capital in-modated at lessened fares—the expenses vested by the state in canals and river im- have been kept within reasonable limits; while every thing that safety required or All the large cities of the kingdom are comfort asked for has been procured-the. and in the 16th century, when Antwerp became the united by magnificent and well kept canals. net earnings of the road have amounted to great commercial metropolis, numerous tributaries Ships reach Brussels, Antwerp, Ghent, Laupwards of nine per cent., independent of were made navigable for the vessels from the keren, Malines, (Mechlin,) and Lierre, are any income or profits from the other properScheldt. It was then that Brussels, by an extraorconnected by a great canal 98 miles in total ty of the company—a portion of that proper-

ty has nearly doubled in value—upwards of loss of life, and in all, but one instance, with- a few days since, was opened last week on out personal injury, have been transported Monday. The opening of the route is anover the road-strict discipline has been ob nounced and advertised in the Toronto papers. on hand, of the earnings of the road, to the credit of

\$57,390 98 8,297 06 13,644 89

Making an actual surplus of ..... \$79,232 92

It appears by the following that the Baltimore and Ohio railroad company have decided not to accept the Virginia law of last session, requiring them to terminate their road at Wheeling. We like this determination, not because we have anything against in two days without the loss of an hours orbetter judge where to lay a railroad than the memnever fix the line of a railroad until the instruments have first designated its route. There can be no whole distance from Oswego to Detroit is greater injustice done to those who furnish the capital to construct such works, than to compel them to cated themselves away from the natural channel, or by post coaches upon plank roads. line which the God of nature has designated for the considered, for the business and let other things conform to it? This is our view right or wrong.

A meeting of the Stockholders of the Balconstruction of the railroad through the state books are opened.—[Oswego Whig.] to the city of Wheeling, on the Ohio river. There was a very large number of stockholders present, and a decided majority of the stock was represented.

The meeting was organized by calling John Nelson, Esq., to the chair, and appointing J. J. Atkinson, secretary.

Mr T. S. Alexander appeared as the representative of the stock subscribed by the city of Wheeling but on examination it was ascer tained that the subscription of that city was made conditional, and that the conditions not an 'hour, and oftentimes in 45 minutes. having been fulfilled, the subscription was vacated some time since, as provided by law. Wheeling, it was therefore decided, is not a stockholder in the company.

A communication was recieved from Mr. McLane, the president, which was read. It reviewed at length the law of the legislature of Virginia, and earnestly recommended that

it should not be accepted.

A motion was made to postpone action on the subject at this time, but the motion was

lost by a large majority.

Mr. J. P. Kennedy then offered a pream adopted. The meeting then adjourned.

six hundred thousand passengers, without Ontario to lake Huron, to which we referred served, and good order every where main- Passengers can now leave Toronto at six tained; and the accounts show that there is o'clock in the morning, reach lake Huron the same evening, and embark in the steamer Goderich, (late Gore) from Sturgeon Bay to Detroit. Passengers can now go from Toronto to lake Huron in about 12 hours without the aid of a railroad. This is certainly a powerful fact in favor of the project of turning the great stream of western travel across the Canadian peninsula via. Toronto. Passengers leaving Oswego by the morning boats up the lake may reach the steamer on lake Huron by way of Toronto and lake Simco, Wheeling, but because we are fully of the opin-dinary rest. Passengers can now go quicker ion that the engineer, with his instruments, is a much to Detroit and Chicago by this route than any other, and the completion of the Oswego bers of any legislature; and that legislation should and Syracuse railroad, would turn a great portion of the western travel this way. performed by steamboats, except 28 miles from Toronto to lake Simco, and 19 mtles spend it for the benefit of people who may have lo- from the head of that lake to Sturgeon Bay,

The construction of the Canadian railroad work. Why tax the business community for all from Toronto to lake Huron or the Detroit time to come, to oblige a few people in a few places? river, now rendered certain, by the fact that Why not select the natural, the best route, all things the stock of the road has been taken in London, must inevitably bring the whole travel of Michigan, Illinois and Wisconsin, upon lake Ontario. A look at the map of the lakes timore and Ohio railroad was held on Satur- and the adjacent and intermediate country day morning last, agreably to a call from the will satisfy any one of the truth of this statepresident and directors, to take into consid-ment. Under this aspect of the case, we eration the question of accepting the law of predict the stock of the Oswego and Syracuse the legislature of Virginia, authorizing the road, will not go a begging long, after the

# TROY AND SCHENECTADY RAILROAD.

We consider this one of the best constructed railroads in the country. It has deep cuttings in places, and heavy grades to surmount in ascending from the level of the Hudson, at Troy, to the flats of the Mohawk above the Cohoes falls; yet, such is the solidity and evenness of the road, the distance, 204 miles, is run regularly in less than This road, together with the Troy and Greenbush, connects the line from Boston to the Hudson river with the Utica and Schenectady road, and thus forms an unbroken chain, with uniform width of track, from Portland in Maine, to Buffalo New York, a distance of 640 miles. This road is laid with the heavy H rail, and cost a little over ble, setting forth at length why the law should and repairs for the same period were \$26, nation to keep down expenses—and it will, not be accepted, and concluding by a resolution "respectfully declining to accept the law of Virginia," which was unamimously tabular statement of the secretary of state at law of Virginia," which was unamimously \$33,560 81—an error of \$7,280—the cost the shareholders.

New route to the West .- The route from lake of a new engine and cars, which were properly included in the cost of construction and out-fit, and should not have been also, as they have been by the secretary, included in current expenses of running and repairs.

> The engines are of the best kind for passenger traffic, and the cars, made by Gilbert & Eaton, of Troy, such as a weary man delights to find.

#### ACKNOWLEDGEMENTS

We acknowledge the receipt of, and desire to return our thanks for, the following favors, viz:

Oswego and Syracuse Railroad.—The Circular of the commissioners of the Oswego and Syracuse railroad, setting forth the feasibility of the route; the kind and amount of business which it will command; its comparative advantages, with other routes, for the great northwestern travel, etc., etc. We were, however, in advance of the friend who sent it, as we cut it from a newspaper and had it in type, with our comments upon it, before the circular came to hand, and had given directions that a copy of the Journal containing it be sent to each of the commissioners, who, we are sure, will better understand the value of railroads after having perused it carefully for one year-or, even for one week-and we are equally well convinced that each will, or should, direct it to be sent to his address, and the amount of subscription to ours, by return mail.

Wear of Railroad Iron.-The communication of J. on the wear of railroad iron, is also received, but at too late a period for this number. It will appear in our next.

#### EASTERN RAILROAD REPORT.

We have received duplicate copies of the annual report of the directors to the stockholders of the Eastern Railroad Company, and we desire to return thanks in duplicate for the favor. We were upon the lookout for a report of the doings of this exceedingly well managed company, and found a synopsis of their proceedings in the Salem Register of the 17th inst., which we had in type when the report came to hand. We shall, however, refer again to the subject in a subsequent number.

### UNION OF RAILROADS.

We understand that a union has been \$31,000 per mile. They carried last year formed between the Springfield and North-66,086 passengers. Their receipts were hampton and the Northampton and Green-632,862 59, and their expenses for running field railroads. This looks like a determiPORT CARBON.

The town of port Carbon is situated on the Schuylkill river, about two miles from Pottsville, and is the seat of a considerable coal trade. The completion of the Port Carbon and Mount Carbon railroad, has opened a more rapid communication between Port Carbon and the Atlantic cities, than was furnished by the Schuylkill Navigation, and is proving of immense importance to the former town. This road was constructed under the energetic direction of F. Hewson, Esq., in a style of superior solidity and permanency it is about 21 miles in length, and taps the Scuylkill Valley and the Mill Creek roads at Port Carbon and connects with the Reading railroad at Mount Carbon. The first train of loaded cars, passed over it on the 30th of last November. Its tonnage is already heavy, and is rapidly increasing, and will continue to increase, as the different col lieries around and beyond Port Carbon, and on the line of the Schuylkill Valley and the Mill Creek roads, are brought into connection

The new track on the Mill Creek road from its termination, to its junction with the Port Carbon road, at Port Carbon, has been completed about one month; the transportation of coal over it from the collieries along the Mill creek, has been from its opening heavy, and the large weekly increase, is proving the great capacity of that portion of the

coal district.

The bridge of the Mill Creek road across the Schuylkill, is a beautiful and substantial structure. It is a Burr bridge, with a single

span of 120 feet.

ted to its termination, under the direction of mode of blasting in mines and quarries, in-A. W. Craven, Esq., engineer, on the 10th duced M. Courbebaisse to commence experiinst. The length of this road, from its junc- ments on the quantitiy of rock removed by a tion with the Port Carbon road, at Port Car- certain portion of powder, in proportion to the sed to them, or to us, will be promptly executed.

expeditious channel; so that the coal opera-tors who ship from Port Carbon, can suit thirds full; upon this one of Bickford's fuses their own convenience or preference in the is placed; it is then filled up with powder, construction of the Port Carbon and Mount ready for firing. The explosion takes place Carbon railroad, and the Schuylkill Valley without either flash or detonation, a dead and Mill Creek railroads, which are tapped rumbling only is heard from the cracking and mechanical interests; and when the en-largement of the Scuylkill Navigation shall be completed, it will necessarily give a still ufacturers of railroad Machinery. The subscribers have for sale Am, and English bar iron, of all the best have for sale Am, and English bar iron, of all the blister cast shear and spring steel;

New Method of Blasting Rocks with Gun-The Schuylkill Valley road was comple- powder .- The expense attending the common bon, to Tuscarora, is about 9 miles; it sweeps size of the cavity, and he finds that by the forthrough one of the richest portions of the mation of chambers, or cavities, instead of the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out into the area of accessible coal fields in this a much more safe and economical result is efficient. When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out institute. THOMAS & EDMUND GEORGE, to the area of accessible coal fields in this

district. The length of the old road which fected. The experiments were made on a was entirely worn out, was 10½ miles, but hard calcareous rock, in which having made the numerous and troublesome curves of the a circular hole after the usual method, hydroold road are avoided in the new. The grade chloric acid and water was poured in, through is more perfect, and the effective capacity of a copper funnel three yards long, three sevthe road greater. The whole of the im-eral times at proper intervals, as the decommense tonnage of coal which passes over this position of the rock proceeded; it was generoad, as well as that which passes over the illy allowed to remain two hours, when a Mill Creek road, is sent from Port Carbon to sufficient sized cavity was formed at the bot-Philadelphia and the eastern markets, either tom of the hole to recieve a large charge of by the Reading railroad or the Schuylkill powder; the remaining liquid was removed navigation. The numerous landings on the by introducing small pistons into the hole five line of the Navigation at Port Carbon, are inches long, with valves opening upwards, ample for a heavy trade, while the Reading and acting similarly to pump valves; tow railroad offers facilities for rapid transporta- was afterwards introduced and turned about tion to those operators who prefer this more to dry the rock, and then drawn out; powuse of either of these two avenues. By the and the hole tamped with sand, when it is by it at Port Carbon, the immense coal fields rock, the whole mass is seen to tremble, then lying in that portion of the coal region are rise a little, and again to fall, cracked in evbrought practically nearer to market, and it ery direction. The rock being detached in will readily be seen that this must have a larger masses by these means, are not thrown salutary effect upon the prosperity and growth to a distance, but merely removed, and the of Port Carbon; it will give additional im- gasses expanding to their full extent before petus to the coal trade, and while that thrives they escape into the atmosphere do not dea favorable impulse is felt by every other em- tonate. By these means the operation only ployment, and especially by the industrial costs 5d. per yard cube, while, by the old me-

> Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addres-

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GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1 in. to 2 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Mathick Straight has the Large Straight Straight. chines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descripions.t

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MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works being they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns

May 12tf

style and workmanship.
Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

FOR SALE, AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender: Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of
smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse

1 Upright Hydraulic Press. All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists Alexandria, D. C.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., ja45

21 Broad st., N. York.

# FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invi ted to examine an improved SPARI ARRESTER, recently patented by the undersigned.

Our improved Spark Arrester: have been extensively used during the last year on both passenger and freigh engines, and have been brought to such a state of perfection that no an-noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any nerconcre oncica w The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimne through openings near its top, from whence they fall by their owi gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructe passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who They are now in use

on the following roads, to the managers and other officers of which we are at liberty to refer those who at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn of used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Parentee.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

RENCH & BAIRD.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

Philadelphia, Pa., April 6, 1844. ** The letters in the figures refer to the article given in the Journal of June, 1844.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spike having countersink heads suitable to holes in iron rails, to any amount and on short notice. all the railroads now in progress in the United States are fastened with Spikes made at the above named mon spikes made by the hammer.

will be punctually attended to.

HENRY BURDEN, Agent.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the

quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

PATENT HAMMERED RAILROAD, SHIP are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any comture, a large assortment of Railroad, Ship and Boat on spikes made by the hammer.

Spikes, from 2 to 12 inches in length, and of any form All orders directed to the Agent, Troy, N. York, of head. From the excellence of the material always used in their manufacture, and their very genways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, chants in Albany and Troy; J. I. Brower, 222 Water both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptivers, Baltimore; Degrand & Smith, Boston.

Albany Iron and Nail Works, Troy, N. Y.

their orders as early as practicable, as the subscriber The above spikes may be had at factory prices, of is desirous of extending the manufcturing so as to Erastus Corning & Co., Albany; Hart & Merritt, keep pace with the daily increasing demand.

ja45

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

AMUEL NOTT, CIVIL ENGINEER, SURDescription of States for his process of smelting from the Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

Ja45

Ja45

TO IRON MANUFACTURERS. THE SUBTo IRON MANUFACTURERS. THE SUBWales, having obtained a patent in the United
States for his process of smelting from Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer,
are prepared to grant licenses for the manufacture
of Iron according to Mr. Cane's principle.

W. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

Ja45

No. 4 Sout Fronth st. Philadelphia, Pa.





TO RAILROAD COMPANIES AND BUILD RAILROAD IRON AND LOCOMOTIVE ERS OF MARINE AND LOCOMOTIVE BY Tyres imported to order and constantly on hand ENGINES AND BOILERS.

A. & G. RALSTON

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
archouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,

TO IRON MASTERS.—FOR SALE.—MILI SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites without any trouble on the poar of the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manulacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable

large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the

pattern shop.

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Fanadelphia.

CYRUS ALGER & CO., South Boston Iron for the Trucks of Locomotives, Tenders and Cars. Company.

4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, L' Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS. etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.

—respectfully offers to dispose of Company, State
Rights, etc., under the privileges of letters patent, to
Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

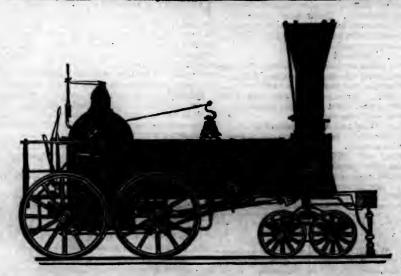
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

#### NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip-

Class	1,	15 in	ches Dia	meter of	Cylind	er, ×	20	inches	Stroke.
- 66		14	66	66	ű		24		66 .
66	3,	144	"	u	K	×	20		. 16.
66		124	66	4	. "	×	20	- 66	- 66
66		111	66	66 .	4C ²	×	20	66	- 66
66	6.	101	66	46	-66		18		

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels

NORRIS; BROTHERS.

# AMERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY.

AND MINES.

#### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 31.1

THURSDAY, JULY 31, 1845.

[WHOLE No. 474. Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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## ENGINEERS and MACHINISTS.

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JAS. P. ALLAIRE, N. Y.
H. R. DUNHAM & Co., N. Y.
WEST POINT FOUNDRY, N. Y.
PHŒNIX FOUNDRY, N. Y. R. HOE & Co., N. Y.

J. F. WINSLOW, Albany Iron and Nail Works,
Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Bur-

TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
BALDWIN & WHITNEY, Philadelphia, Pa.
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE,
MEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)

NY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Com-

pany.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
C. C. ALGER, Stockbridge Iron Works, Stock-

bridge, Mass.

# IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn (See Adv.) THOMAS & EDMUND GEORGE, Philadelphia (See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.-As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Scpt. 28, 1840.

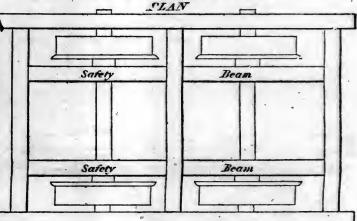
The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

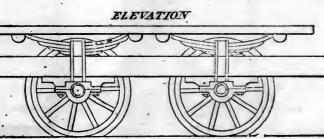
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

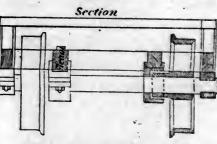
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

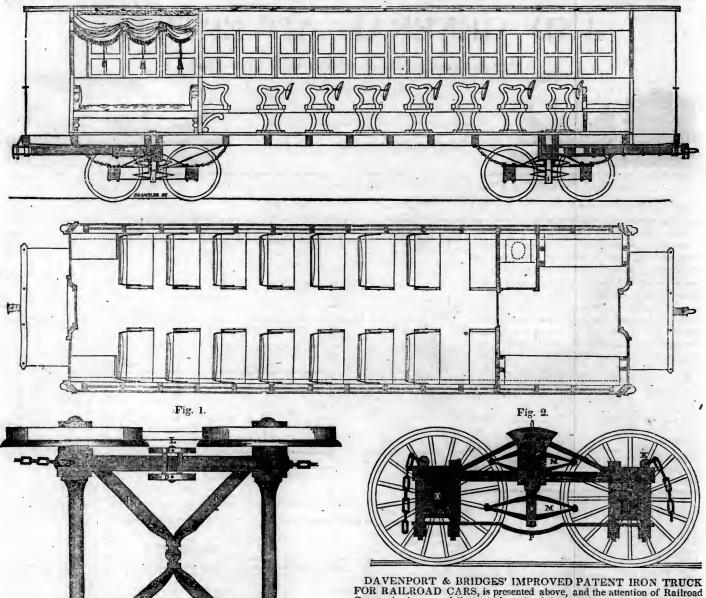
A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







# DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention:

Companies is respectfully invited to the following description of their justly-celebrated invention:

Fig. 1 of the drawing above represents a top view or plan of our Improved Railroad Truck. Fig. 2 is a central, longitudinal, and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusces: they consist of two long bars of plate iron (about three inches wide by seven-cighths of an inch thick,) bent into the shape as seen in drawing 2. Each of them is placed directly over a flat and straight fite bar, A, which extends from one end to the other on the same side of the frame, and the whole is secured as side trusces and diagonal cross bars or braces, B, which are united at their centres upon four pedestals, F, F, which receive the bearings or boxes for the axles to run on. Another flat tie bar, P, extends from one end to the other on the same side of the frame, and the whole is secured as side trusces and diagonal cross barses, rest at their ends the ends of that of the other, on the same side of the frame, and the whole is secured the positions represented in the drawings. From the above it will be seen that there are two bolts to each pedestal, and that this number is all that is requisite for the full security of the bars and pedestals together. The body rests and moves upon two sectional supports, D D, arranged on the sides of the truss frames, and are jointed at their lower ends by means of a bolt, L, which rests upon the top of the lower part of the inverted strap, E, which strap passes over and rests upon the top of the upper spring, M, which is placed to both passing through the lower part of the inverted strap, E, which strap passes over and rests upon the top of the upper spring, M, which spring rests upon a within the truss frame, and rests upon the top of the bar, A.

Two bands, N, N, are passed entirely around the central part of each truss frame, the object of the same being to transfer the strain, or a portion thereof, of the spring, from the tie bar, A, to the arched bar, C.

DAVENPORT & BRIDGES.

RAILROAD IRON AND LOCOMOTIVE CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILDTyres imported to order and constantly on hand
A. & G. RALSTON improvements in the construction of rails, mode of ENGINES AND BOILERS. 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, L Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

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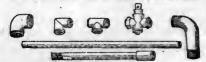
Albany, N. Y.

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#### PASCAL IRON WORKS.

# WELDED WROUGHT IRON TUBES

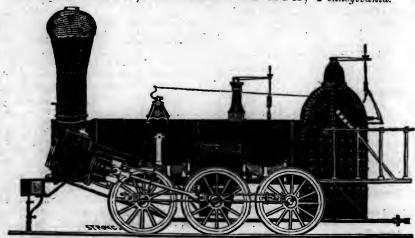
From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T., L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for joints, suitable for STEAM, VILLER FLUES, LOCOMOTIVE and other STEAM BOILER FLUES,

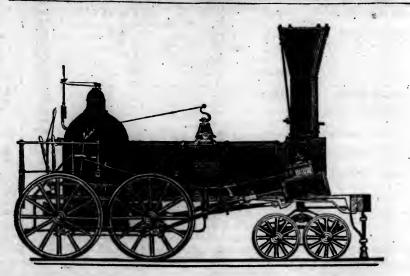


Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

#### NORRIS, LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions visit tions, viz: Class

15 inches Diameter of Cylinder, × 20 inches Stroke. 14 2, 44 × 24 . " 66 5 66 3, 141 66 44 44  $\times$  20 . 6 4. 12<u>į</u> 66 66 × 20 46 66 65 u 5. 113 46 66  $\times$  20 65 6: win " 101  $\times$  18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

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WILLIAM YOUNG,

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W. R. CASEY, Civil Engineer,

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State st., Boston, or to A. & G. RALSTON & Co.,
innadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

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oston	Portland	Eastern,	Daily,	71,	21,	106	\$3
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46	SalemPortland.	*****	16	7‡, 9, 11‡,	21, 31, 41, 0,	109	3
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well	Boston.		66		2, 41, 51,	26	
oston	Concord.	Concord,	66		31,	76	2
ncord	Boston	"	"		34,	76	2
ston	Nashua	Nashua and Lowell,	66-			41	
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	Worcester		Sundays,	7,	69		
oston	New York via Norwich	"	Mon., Wed. & Fri.,		1		
/ston	" L. Island railroad		Tues., Thur. & Sat.,	7	2,		
-	" New Haven	" "	Daily,	10	191		-
"	Albany	Western,		9	21	200	6
bany	Boston		46	84,	11,	200	6
ringfield	Boston and Albany			17,	3		
ston	New York via New Haven		"		21,	****	
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est Acton	Charlestown	Poston and Stomington		71, 101,			
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unton	Boston.		66	Q	4	*****	1
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wark	New York	[9 A. M. and 3 P. M., con-	16 ,	74, 84, 9, 11,	11, 4, 51, 7, 91,	. 94	
	NT. "	nect with Morris Railroad.]	Sundays,	9,		91	-
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w York	Rahway	N. J. railroad and trans. co	??	9, 11,	3 41 6	194	
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Uniformity of Gauge

This subject is now causing much excitement in England. It is one of great importance, and one which early received attention in this journal, as may be seen in the number of 21st January 1832! in an article from an esteemed correspondent of that to hear again. Uniformity in the width of track was frequently referred to and urged upon engineers -yet, as in many other matters, experience only enabled them to decide on what is, upon the whole, the proper width; and in arriving at a decision, a diversity of widths has come into use; and even now, it would seem that the question of what is the best gauge is far from being settled.

We copy from the latest number of Herapath's Journal, the editor's remarks upon this subject.

now late as it is.

Great difference of opinion existed at first among engineers as to what should be the proper gauge. Most of them were of opinion that the present is too narrow, and perhaps if the whole was to be done over again we should have it something wider.

The reasons for a wider gauge were chiefly two-one, that the present gauge would be dangerous at high speeds, and the other, that it did not afford scope for that powerful machinery in locomotives necessary for attaining very high velocities. Greater research and experience have exploded the first and along with it, one of the arguments of Mr. Brunel for his broad gauge. He asserted, that by increasing the gauge he should riages.

enough. There are or were about his com- force. All the tunnels, all the cuttings, bridwhich cost some £30,000 or £40,000, and gauge will equally do for the narrow. But have never been used, for one very good— as it was well observed in the house, and is and to all other men's minds, except Mr. stated by one of our correspondents, if the reason, namely, that they did not possess the into the broad—the whole work must be power to work. They are of course laid changed. More land must be bought; the lieve to 6 or 61 to 7 feet wheels.

has got over the difficutly.

never taxed to the full or a fourth, as on the see was well received by the house. power of the boiler to generate steam rapidcombined with an expansive apparatus, does cious one. effectually, and appears, by an improvement lately introduced of double valves one above but for high speeds a rapid supply of steam. This, at first, Brunel maintained could only be accomplished by more room for the boiler, that is, by a wider gauge. Mr. Robert Stephenson, however, has cut this reason away by increasing the length of the boiler, and generating more steam with the same fuel. The simplification which he at the same time gave to the working gear, and the improvements which have lately been made in the valves, have at length furnished us with the means of economising this steam so much as in fact to give us much more than we want. Both Brunel's reasons, therefore, for the broad gauge, whatever plausibility they had in the first instance, now no longer exist.

If then there be any change of gauge, reabe able to use higher wheels on the carriages son tells us that it should be from the broad and engines, and that these higher wheels on to the narrow gauge. Not only is it the the carriages would work with less friction, gauge containing some four or five times the and therefore, more economy. The less friction number of miles in operation, but the change tion with high wheels, we at first opposed as could be made at incomparably less cost, and being contrary to the results of experiment, without any danger to the public or delay in which showed that slipping friction is indehas taught Mr. Brunel that we were right, and only wants the rails to be laid down.—for he has abandoned his high wheels for carmonth or less after the materials are procur-In respect of the engines, this fact is ed, the whole may be done with a proper pany's premises engines with 10 feet wheels, ges and embankments, which do for the broad Brunel's until he tried them-very obvious converse is to be done-the narrow turned The second reason, that is, that the nar- a fourth to a third of the entire cost of the ery competent to compass high velocities, as to the time required, no one could calcufalling in of the tunnel while it was widen-comotive." To understand this point, the reader should ing on the Newcastle and Carlisle railway.

weight of the engine combined with cylin-[We can only say that we shall be glad to see ders large enough to use it, and a boiler to it for the convenience of the public princisupply steam moderately fast. Hence, heavy pally, but also to prevent these unseemly engines with coupled wheels, are generally strifes which we have lately witnessed berequired to exhaust all the weight of the en-tween the gauges; and we wish, therefore, gine. The other depends not so much on every succes to Mr. Cobden's motion on period and from whom we should be much pleased the weight of the engine, which is seldom or Wednesday evening, which we are glad to

> A commission is to be appointed for the This, Mr. Stephenson's new engine, purpose. We only hope it will be a judi-

East Indian railways .- The court of dithe other, with an advance of excentric to rectors have appointed an experienced person close the parts earlier, to be capable of still as surveyor of railways in India, at a salary greater improvement. In these engines, it is of £4,000 a year for five years, and £500 for not great statical power, but an abundant sup- his passage, etc, out, and the same sum home. one uniform gauge, if at any reasonable cost it could be attained. Mr. Cobden has therefore done wisely in bringing it forward, even but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element, but for bich and it is the principal element. may be long before, as a means of passenger transit, these railways may be much used by the native population (always averse to innovation,) but for the conveyance of produce they must be of immense advantage, and tend to lessen the inequalities which exist between Indian articles of export and those of more favored lands. The merchant and the government are, therefore, in this sense, equally interested in the success of the scheme, while for the conveyance of troops it is impossible to conjecture the full extent of benefit which may result from railway facilities. The journey by way of the Ganges from Calcutta to Cawnpore, for example, occupies a greater period of time than the passage from England to India. How desirable, then, it must be to lessen the tediousness of this and similar routes .- [Times.]

Atmoipheric Railway.-At the sitting of the Academy of Sciences on Saturday last. says the Paris correspondent of the National Intelligencer of 1st July, M. Arago reported pendent of velocity, and the rolling friction outer rails would do it as far as the road is a new apparatus for the Atmospheric railway, on railways is insignificant; and experience concerned; for which the road is prepared which he described as an important improvement in respect to speed and safety. In England, at the late meeting of the directors of the London and Croyden Atmospheric rail-

way:
"Mr Joseph Samuda, one of the patentees of the atmospheric railway, said he would undertake to work fifteen trains per day each way, at an average travelling speed of forty miles an hour, from one end of the line to the other, the average weight of each train

being from 30 to 40 tons.

" Mr. Gibbon, the acting engineer of the power to work. They are of course laid changed. More land must be bought; the aside and the company have gradually come bridges, tunnels, embankments and cuttings, down to more reasonable dimensions, we believe to 6 or 61 to 7 feet wheels.

Dalkey railway, said that the atmospheric system worked with a precision and regular-live to 6 or 61 to 7 feet wheels. mate, the cost of the change would be from During the greater part of Sunday last ten row gauge does not afford room for machin- line. Twenty millions would not do it; and trains were running per hour, each train weighing about 40 tons. The cost of workwas no doubt good at the time, but by a better late it. Of the danger, too, attending widen ing is in the proportion of ten to twelve in arrangement and larger boilers, Stephenson ing tunnels, we have had a specimen by the

New Engine. - A new locomotive of great be informed, that the power of an engine to To talk of changing the narrow to the broad power, made by Hinckley and Drury, and draw great loads at moderate velocities, and gauge, would be very little short of insanity. called the Alvah Crocker, has just been placed small loads at high velocities, and gauge, would be very little short of insanity. called the Alvah Crocker, has just been placed small loads at high velocities, and gauge, would be very little short of insanity. small loads at high velocities, depends on that a change would be desirable to one upon the Fitchburg road, for the freight two very different qualities. One is the uniform gauge is too evident for discussion. train.—[Bunker Hill Aurora.]

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NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Ustralian Trust Company eneral hteam Navigation t Western Steam Pa  Istropolitan Wood Pav eninsular and Oriental  itto  olytechnic Institution  eversionary Int. Soc  Mail Steam Packet	n and M Num. of shares. 10,000 10,000 20,000 15,000 10,000 11,493 3,200 5,387 15,000	100 15 100 15 100 15 100 100 100 100	Amount paid.   10   18½   35   14   100   6   1   50   40   100   60   60	10 5 7 7 6	price.  15% 2. 34% 27% 25 6% 1% 64%	price. 7	oughborou Monmouths Melton Mon Mersey and Macclesfick Veath	igh. seire. wbray: Irwell. l: Loncon d Worcester.	\$\frac{70}{2,409}\$ 250 500 3,000 217 1,786 21,418 500 800 700 500 300	share 1424 100 100 100 100 100 100 1334 125 140 125 145	Amount paid. 1421 160 100 100 100 100 100 100 100 100 1100 1100 1125 1140 1125 1145	Div. p.c.   per ann.   70   10   10   10   17   30   21   6   71   25   12   14	Last price 1140 160 117 15 365 505 25 120 123 480	160 117 15 365 120 123 480
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot Instralian Trust Company eneral hteam Navigation to Western Steam Pa Interpolitan Wood Pay Interpolitant Electronic Interpolitant	n and M Num. of shares. 10,000 10,000 20,000 10,000 11,493 3,200 5,387 15,000 4,000	100 15 10 100 15 100 100 100 100 100 25	Amount paid.   10   18   35   14   100   6   1   50   40   100   60   5	Div. p.c. per ann. 10 5 5 7 7 6 4½	price.  15% 2. 34% 27% 6% 14 64%	price. 7	Loughborous  Vionmouths  Melton Mor  Mersey and  Macclesfick  Veath  Oxford  Segents or  Shropshire.  Comerset co  Stafford and  Shrewsbury  Stourbridge  Stourbridge	gh	\$\frac{5}{2},409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200	share 1421 100 100 100 100 100 100 100 100 125 145 145 150	Amount paid. 1421 160 100 100 100 100 100 100 100 1331 125 150 140	Div. p.c.   per ann.   70   10   10   10   17   30   21   6   71   25   12   14   19	Last price 1140 160 117 15 365 505 25 120 123 480 230 360	160 117 15 365 25 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot Instralian Trust Company eneral hteam Navigation t Western Steam Pa Interpolitan Wood Pay Interpolitan Wood	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000	100 15 10 15 10 15 10 10 100 100 100 25 10	Apount paid.   10   18\frac{1}{3}   35   14   100   6   1   50   40   100   60   5   7\frac{1}{4}	10 5 7 7 6 4½	price.  15% 2. 34% 27% 25 6% 1% 64%	price. 17 157 17 17 17 17 17 17 17 17 17 17 17 17 17	Loughborou Monmouths Melton Mov Mersey and Macclesfick Veath Dxford Scomerse or Stationd and Shrewsbury Stourbridge Stroud wate Swansea.	gh	\$\frac{1}{2},409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533	share 1424 100 100 100 100 100 100 100 1334 125 150 140 125 145 150 100	Amount paid. 1421 160 100 100 100 100 100 100 100 125 150 140 125 145 150 100	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15	Last price 1140 160 117 15 365 505 25 120 123 480 230 360 240	160 117 15 365 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Instralian Trust Company eneral hteam Navigation t Western Steam Pa  Istropolitan Wood Pav  atent Elastic Pav  eninsular and Oriental  itto  olytechnic Institution  eversionary Int. Soc  Mail Steam Packet  outh Western Steam  hip Owners' Towing  'hames Tunnel	n and M Num. of shares. 10,000 10,000 20,000 11,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000	100 100 15 10 100 15 10 100 100 100 100	Amount paid.   10   18\frac{1}{3}   35   14   100   6   1   50   40   100   60   5   7\frac{1}{2}   50   50	Div. p c. per ann	price.  157 2. 341 271 25 68 14 641 104 364	price. 7 157 3 27 3 66 65 8 104 37	Loughborous Monmouths Melton Mor Mersey and Macclesfick Veath. Oxford. Adegents or shropshire. Somerset of Stafford and Stafford Adegents of Stafford Adegents o	igh. seire. wbray : Irwell. l.: Loncon. al . Worcester.	\$\frac{5}{2},409 2,409 250 3,000 217 1,786 21,418 500 800 200 200 533 3,762	share 1424 100 100 100 100 100 100 125 125 125 140 125 145 150 160 264	Amount paid. 1421 160 100 100 100 1331 125 150 145 150 100 126 1	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15 51	Last price 1140 160 117 15 365 505 25 120 123 480 230 360 240 30	160 117 15 365 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Instralian Trust Company eneral hteam Navigation t Western Steam Pa  Istropolitan Wood Pav  atent Elastic Pav  eninsular and Oriental  itto  olytechnic Institution  eversionary Int. Soc  Mail Steam Packet  outh Western Steam  hip Owners' Towing  'hames Tunnel	n and M Num. of shares. 10,000 10,000 20,000 11,000 11,493 3,200 5,387 15,000 4,000 4,000 1,500	100 100 15 10 10 15 10 10 10 100 100 100	Apount paid.   10   18\frac{1}{3}   35   14   100   6   1   50   40   100   60   5   7\frac{1}{4}	Div. p c. per ann. 10 5 7 7 6 4 1	price.  157 2. 341 271 25 68 14 641 104 364	price. 7 157 27 27 16 65 5 5 104 5 37 5 1	Loughborous Monmouths Melton Morey and Macclesfick Veath. Dxford. Alegents or Shropshire. Somerset costafford and Stroubridge Stroudwate Swansea. Severn & V. Trent and J.	igh	shares.  70 2,409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533 3,762 2,600	share 1424 100 100 100 100 100 100 100 100 125 145 150 140 125 145 150 100 264 50	Amount paid. 1421 100 100 100 100 1331 125 150 140 100 100 261 50 50	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15	Last price 1140 1160 117 15 365 505 25 120 123 480 230 360 240 30 495	160 117 15 365 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Lustralian Trust Company  Interpolitan Wood Pav  Interpolitan	n and M Num. of shares. 10,000 10,000 20,000 15,000 10,000 11,493 3,200 5,387 15,000 4,000 3,000 1,500	100 15 100 15 100 15 100 100 100 100 100	Amount paid. 10 18 3 35 14 100 6 1 50 40 100 60 5 75 70 100 100 100 100 100 100 100 100 100	Div. p c. per ann. 10 5 7 7 6 4½	price.  15½ 2 34½ 27½ 25 6¾ 1¼ 64½ 104 36½	price. 1157 1157 1157 1157 1157 1157 1157 115	Loughborous Monmouths Melton More Mersey and Macclesfick Neath Oxford Agents or Stafford and Shrewsbury Stourbridge Stroud wate Swansea Severn & Trent and Thames and	gh	\$\frac{5}{2},409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 207 27,622 2,600 8,149	share 1421 100 100 100 100 100 100 100 100 100 1	Amount paid. 1421 160 100 100 100 100 125 145 150 100 100 100 100 125 145 150 100 261 50 101 191	Div. p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65	Last price 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10	160 117 15 365 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot Instralian Trust Company eneral hteam Navigation to Western Steam Pa  Istropolitan Wood Pav Istropolitan Woo	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 4,000 4,000 1,500 1,400 1,500	100 15 100 15 100 15 100 100 100 25 100 100 100 100	Amount paid. 10 18\frac{1}{35} 35 14 100 6 1 50 40	Div. p c. per ann	price. 15½ 2. 34½ 27½ 25 6¾ 14 64½ 104 36½ 15	price. 1157 27 27 27 104 37 37 37 37 37 37 37 37 37 37 37 37 37	Loughborous Monmouths Melton Morensey and Macclesfick Neath	gh seire wbray Irweil Loncon al Worcester r Why & Rail Av. Mersey d Medway and Birmingham	\$\frac{\sqrt{8}\text{ares}}{70}\$ 2,409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533 3,762 2,600 8,149 5,000	share 1423 1000 1000 1000 1000 1000 1000 1334 125 1400 125 145 150 1000 264 500 194 1000	Amount paid. 1421 160 100 100 100 1331 125 150 1140 125 145 150 100 261 191 100	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65	Last price 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167	160 117 15 365 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Instralian Trust Company eneral hteam Navigation of Western Steam Pa  Instruction Wood Pav  Interpolitan Wood Pav  Interpolitan Wood Pav  Into Olytechnic Institution  Interpolitan Packet  Outh Western Steam.  In Owners' Towing  Chames Tunnel.  Inversity College  Instruction Steam  Interpolitan Wood  Int	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 4,000 1,500 Capped 1,432 720	100 15 100 15 100 15 100 100 100 25 10 50 100 100 1100 1	Amount paid. 10 18\frac{1}{35} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{50} 100 100	Div. p c. per ann	price. 15½ 2: 34½ 27½ 25 6⅓ 1¼ 64½ 114 36½ 15 70 180	price. 1157 1157 1157 1157 1157 1157 1157 115	Loughborous Monmouths Melton Morensey and Macclesfick Neath	gh. seire. wbray Irweil. Lincon. al Worcester.  Why & Rail Av. Mersey d Medway. and Birmingham	\$\frac{1}{2},409 2,409 2,500 3,000 2,17 1,786 21,418 500 800 200 200 533 3,762 2,600 8,149 -,000 986	share 1423 1000 1000 1000 1000 1000 1000 125 125 145 145 1500 1963 191 100 100	Amount paid. 1421 160 100 100 100 1331 125 150 145 150 100 261 50 191 100 100 100 100 100 100 100 100 10	Div. p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65	Last price 1140 160 117 15 365 505 25 120 123 480 230 360 240 30 495 10	160 117 15 365 120 123 480 230 360
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Instralian Trust Company  Interpolitan Wood Pav  Interpolitan	m and M Num. of shares. 10,000 10,000 20,000 11,000 11,493 3,200 5,387 15,000 4,000 4,000 1,500 Cm 1,432 720 3,000	100 15 100 15 100 15 100 100 100 25 100 100 100 100 100 100 100 100 100 10	Amount   paid.   10   18\frac{1}{3}   35   14   100   6   1   50   40   100   60   5   7\frac{1}{7}   50   100   79	Div. p c. per ann	price.  15½ 2 34½ 27½ 25 6⅓ 1¼ 64½ 15 15 15 15 15 15 15 15 160 150	price. 1157 1157 1157 1157 1157 1157 1157 115	Loughborou Monmouths Melton Mov Mersey and Macclesfick Veath Dxford Regents or Stafford and Stafford and Stroubridge Stroudwate Swansea Severn & V Trent and T Hames an Warwick a	igh. seire. wbray . Irweil. l.: Loncon.  Why & Rail Av. Mersey. d Medway. and Birmingham. ind Napton.	shares.  70 2,409 250 500 3,000 217 1,786 21,418 500 600 700 500 200 533 3,762 2,600 8,149 -,000 Water	share 1423 100 100 100 100 100 100 100 100 125 150 140 125 150 100 191 100 Works	Amount paid. 1421 100 100 100 100 1331 125 150 1145 150 100 100 100 100 100 100 100 100 10	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 10 81	Last price 1140 160 117 15 365 525 120 123 480 360 240 30 495 10 167 122	160 117 15 365 120 193 480 233 360 240 30
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot Inti	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,432 720 3,000 4,000 3,000 4,000 3,000 4,000	100 15 100 15 100 15 100 100 100 25 100 100 100 113 113 118 118 1160	Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40	Div. p c. per ann. 10 5 5 7 7 6 4 1 10 10	price.  15½ 2 34½ 27½ 25 6¾ 1¼ 64½ 104 36½ 15 150 180 150 13½	price. 157 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Loughborous Monmouths Melton Morellon Morellon Morellon Morellon Morellon Morellon Mersey and Macclesfick Cegents or Stafford and Stroubridge Stroubwate Swansea Severn & Trent and Thames an Warwick a Birminghal	gh seire wbray Irwell Loncon al Why & Rail Av. Mersey d Medway and Birmingham and Napton	\$\frac{5}{2},409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 200 8,149 -,000 986 Water 4,800	share 1423 1000 1000 1000 1000 1000 1000 1000 1333 125 145 145 145 1500 1000 263 194 1000 1000 27 1000 1000 1000 1000	Amount paid. 1421 160 100 100 100 100 1331 125 150 1140 125 145 150 100 261 100 100 100 100 100 100 100 100 100 1	Div. p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 10 81	Last price 1140 160 117 15 365 505 120 123 480 230 360 10 167 122 128	Pri   160   117   15   365   120   123   1480   230   360   244   30   30   10   10   10   10   10   10
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot  Australian Trust Company eneral hteam Navigation it Western Steam Pa  Interpolitan Wood Pav  Interpolitan Interpolitant Interpolitan	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 4,000 4,000 1,500 1,500 1,500 1,500 1,500 2,500 1,500 1,500 1,500 1,500 1,500 2,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1	100 15 10 100 15 100 100 100 100 100 100	Amount paid. 10 18\frac{1}{35} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{35} 50 100  av. 100 79 100 100	Div. p c. per ann. 10 5 5 7 7 6 4 1 10	70 180 113 365	price. 1157 1157 1157 1150 1160 1134 3655	Loughborous Monmouths Melton Mov Mersey and Macclesfick Veath Dxford Cagents or Shropshire. Somerset of Stafford and Shrewsbury Stourbridge Stroudwate Swansea Severn & V Trent and I Thames an Warwick a Birminghat East Loudo	gh. seire. wbray : Irwell. l.: Loncon. sal. d Worcester.  r Why & Rail Av. Mersey. d Medway. and Birmingham and Napton	\$\frac{\shares}{70}\$ 2,409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533 3,762 2,600 980 \$\frac{\shares}{\shares}\$ 2,600 980 \$\frac{\shares}{\shares}\$ 4,800 4,433	share 1423 1000 1000 1000 1000 1000 1000 1334 125 1400 125 145 1500 1000 Works 25 100	Amount paid. 1421 160 100 100 100 1331 125 150 1100 261 150 100 100 100 100 100 100 100 100 10	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 104 81	Last price 1140 160 117 15 365-505 25 120 230 360 240 167 122 122 28 223	Privale   Priv
NAME OF COMPANY. Inglo Mexican Mint Inti Dry Rot Instralian Trust Company Internal hteam Navigation It Western Steam Pa Interpolitan Wood Pav Inti Dry Rot In	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Crail 1,432 3,000 4,000 4,000 5,700 6,000 1,500	100 15 10 15 100 15 100 100 150 100 100	Amount paid. 10 18\frac{1}{35} 14 100 6 1 50 40 100 60 5 7\frac{1}{4} 50 100 60 100 do.	Div. p c. per ann. 10 5 5 7 7 6 4 14 10	70 180 153 365 2250	price. 1157 1157 1157 1157 1157 1157 1157 115	Loughborous Monmouths Melton Mov Mersey and Macclesfick Veath Dxford Comerset co Stafford and Stroughsire. Somerset co Stafford and Stroughaude Stroudwate Stroudwate Trent and Thames an Warwick a Birminghau East Londo Grand Juna	gh. seire. wbray : Irwell. l : Loncon. d : Why & Rail Av. Mersey. d Medway. and Birmingham and Napton	\$\frac{5}{2},409 2,409 250 3,000 217 1,786 21,418 500 800 700 500 300 200 200 533 3,762 2,600 8,149 -,980 Water 4,800 4,803 5,500	share 1423 1000 1000 1000 1000 1000 1000 1333 125 150 150 125 145 150 100 261 50 193 100 Works 25 100 av.	Amount paid. 1421 160 100 100 100 100 1331 125 150 1140 125 145 150 100 261 100 100 100 100 100 100 100 100 100 1	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 10 8 8 7 1	Last price 1140 160 117 15 365 505 120 123 480 230 360 10 167 122 128	Privale   Priv
NAME OF COMPANY.  Inglo Mexican Mint. Inti Dry Rot.  Lustralian Trust Company leneral hteam Navigation it Western Steam Pa.  Jetropolitan Wood Pav.  Jetropolitan Jetropolitan Wood Pav.  Jetropolitan Jetropolitanction Jetropolitan Jetropolitanction Jetropolitan Jetrop	m and M Num. of shares. 10,000 10,000 20,000 11,493 3,200 11,493 3,200 4,000 4,000 1,500 Cm 1,432 7,20 3,000 4,000 4,000 1,500 Cm 4,000 4,000 6,000 4,000 6,000 4,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,000 6,	100 15 100 15 100 15 100 100 25 100 25 100 100 113 113 113 1100 118\$ 160 100 100 100 100 100 100 100 100 100	Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40	Div. p c. per ann. 10 5 5 7 7 6 4 1 10	70 180 151 131 365 1250 105	price. 157 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Loughborous Monmouths Melton Mon Mersey and Macclesfick Neath Dxford Regents or Stafford and Stroubridge Stroudwate Swansea Trent and Thames an Warwick a Birminghat East Loudo Riven River River	gh. seire. wbray Irweil. Loncon  al. Worcester  Why & Rail Av. Mersey d Medway. and Birmingham and Napton.   L. B. Ann	\$\frac{1}{2}\$,409 \$\frac{2}{2}\$,409 \$\frac{2}{5}\$,000 \$\frac{3}{0}\$,000 \$\frac{2}{1}\$,786 \$\frac{2}{1}\$,418 \$\frac{5}{2}\$,000 \$\frac{3}{2}\$,000 \$\frac{2}{3}\$,000 \$\frac{2}\$,000 \$\frac{2}{3}\$,000 \$\frac{2}{3}\$,000 \$\frac{2}{3}\$,0	share 1423 1000 1000 1000 1000 1000 1000 1000 1333 125 150 140 125 150 145 150 100 261 50 191 100 Work 25 100 av.	Amcunit paid.  1421 100 100 100 100 100 1331 125 150 140 100 100 100 100 100 100 100 100 10	Div. p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 10\$ 8\$ 7\$ 7\$ 25 8\$ 7\$ 25 8\$ 7\$ 25 8\$ 8\$ 7\$ 2\$ 8\$ 7\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 7\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 8\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 4\$ 2\$ 2\$ 4\$ 2\$ 2\$ 4\$ 2\$ 2\$ 4\$ 2\$ 2\$ 4\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$ 2\$	Last price 1140 160 1117 15 365 505 25 120 230 360 240 167 122 28 88	Pri   160   117   18   363   12   12   12   12   14   14   15   16   16   16   16   16   16   16
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot Inti Dry Rot Instralian Trust Company Internal hteam Navigation It Western Steam Pa Internal hteam Navigation It Western Steam Pa Internal Heart Packet In	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 5,387 15,000 4,000 4,000 3,000 4,000 4,000 4,000 2,000 4,000 4,000 2,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 2,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000	100 15 100 15 100 100 15 100 100 15 100 100	Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{2} 50 100 do. do. do.	Div. p c. per ann. 10 5 5 7 7 6 4 14 10	70 180 150 151 131 365 250 1105 440	Price. 1157 1157 1157 1150 1160 1131 365 1250 1440	Loughborous Monmouths Melton Moren Moren Moren Macclesfick Neath Oxford Agents or Stafford and Shrewsbury Stourbridge Stroud wate Swansea Severn & Trent and Thames an Warwick a Birminghat East Londo Grand June New River Manchester	gh seire wbray Irweil Loncon al Why & Rail Av Mersey d Medway und Birmingham n tion L. B. Ann and Salford	\$\frac{5}{2},409 250 500 3,000 3,000 217 1,786 21,418 500 800 700 500 300 200 533 2,762 2,600 8,149 -,000 98(  Water 4,433 5,500 1,500 6,486	share 1423 1000 1000 1000 1000 1000 1000 1000 1250 1400 125 145 1500 1000 261 150 100 261 100 261 100 261 25 100 av.	Amount paid. 1421 160 100 100 100 100 150 150 144 150 100 100 100 100 100 100 100 100 100	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 101 81 81 8 71 21 81 81	Last price 1140 160 117 15 365 505 25 120 230 360 240 495 10 167 122 28 88 57	Pri   160   117   15   363   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Lustralian Trust Company eneral hteam Navigation it Western Steam Pa.  Interpolitan Wood Pav.  Interpolitan Packet  Interpolitan College  Interpolitan Wood Pav.  Interpolitan Packet  Interpolitan Wood Pav.  Interpolitan Packet  Interpol	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 4,000 4,000 1,500 Cra 1,432 720 3,000 4,000 4,000 4,000 1,500 5,500 4,000 1,500 6,000 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	100 15 100 15 100 100 15 100 100 100 100	Amount paid. 10 18\frac{1}{35} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{35} 50 100  av. 100 do. do. 40\frac{1}{4}	Div. p c. per ann. 10 5 5 7 7 6 4 14 10	70 150 150 21 34½ 27½ 25 6½ 14 64½ 104 36½ 15 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 11 15 15	Price. 1157 1157 1157 1150 1160 1134 1365 1250 1105 1440 1440	Loughborous Monmouths Melton Mor Mersey and Macclesfield Veath Oxford Age of the Mersey and Marches or Shropshire. Somerset of Stafford and Shrewsbury Stourbridge Stroudwate Swansea Severn & Trent and I Thames and Warwick a Warwick a Birminghat East Loudo Grand June New River Manchester Vauxhall, 1	gh. seire. wbray Irwell. l. Loncon  l. Why & Rail Av. Mersey d Medway and Birmingham nd Napton.  L. B. Ann and Salford t. S. London	\$\frac{\shares}{70}\$ 2,409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533 3,762 2,600 980 \$\frac{\shares}{4,433}\$ 5,500 1,500 6,486 1,000	share 1423 1000 1000 1000 1000 1000 1000 1334 125 1400 125 145 1500 1000 191 1000 100 Works 25 100 av.	Amount paid. 1421 160 100 100 100 1331 125 150 160 100 100 100 100 100 100 100 100 10	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 10 8 8 7 1 2 8 8 8 5	Last price 1140 160 117 15 365-505 25 120 230 360 240 167 122 28 223 88 57 55	160 117 15 365 120 120 120 120 120 120 120 120 120 120
NAME OF COMPANY.  Inglo Mexican Mint.  Lustralian Trust Company leneral hteam Navigation at Western Steam Pa.  Interopolitan Wood Pav.  atent Elastic Pav.  eninsular and Oriental.  Ditto.  Colytechnic Institution.  Leversionary Int. Soc.  L. Mail Steam Packet  couth Western Steam.  Chip Owners' Towing.  Chames Tunnel.  Juiversity College.  Lishby de la Zouch  Jarnsley.	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Crail 1,432 3,000 4,000 1,500 1,432 3,000 4,000 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1	100 15 10 15 100 15 100 100 100 100 100	Apount paid. 10 18\frac{1}{35} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{50} 100 60 60 60 60 60 60 60 60 60 60 60 60 6	Div. p c. per ann. 10 5 5 7 7 6 4 14 10	70 180 150 134 365 1250 105 4440 4440 162	price. 1157   1157   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127	Loughborous Monmouths Melton Mor Mersey and Macclesfield Veath Oxford Age of the Mersey and Marches or Shropshire. Somerset of Stafford and Shrewsbury Stourbridge Stroudwate Swansea Severn & Trent and I Thames and Warwick a Warwick a Birminghat East Loudo Grand June New River Manchester Vauxhall, 1	gh seire wbray Irweil Loncon al Why & Rail Av Mersey d Medway und Birmingham n tion L. B. Ann and Salford	\$\frac{\sqrt{8}\text{ares}}{70}\$ 2,409 2,500 3,000 217 1,786 21,418 500 800 200 533 3,762 2,600 8,149 -,000 4,433 5,500 1,500 6,486 1,000 8,294	share 1423 1000 1000 1000 1000 1000 1000 1333 125 145 150 140 125 145 150 100 263 50 193 100 100 Work: 25 100 av. av.	Amount paid. 1421 160 100 100 100 100 150 150 144 150 100 100 100 100 100 100 100 100 100	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 101 81 81 8 71 21 81 81	Last price 1140 160 117 15 365 505 25 120 230 360 240 495 10 167 122 28 88 57	160 117 15 365 120 120 120 120 120 120 120 120 120 120
NAME OF COMPANY.  Inglo Mexican Mint Inti Dry Rot. Instralian Trust Company Internal theam Navigation It Western Steam Pa. Interpolitan Wood Pay. Interpolit	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,432 7200 3,000 4,000 231 1,937 11,600 1,500	100 15 100 15 100 100 25 100 100 118 160 100 do. 400 100 do.	Amount paid.   10   18\frac{1}{3}   35   14   100   6   1   50   40     100   60   5   7\frac{1}{2}   50   100   100   do.   d	Div. p c. per ann. 10 5 7 7 6 4 14 10	70 180 150 131 365 150 131 160 150 131 160 160 160 160 160 160 160 160 160 16	price. 1157 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Loughborous Monmouths Melton Mon Mersey and Macclesfick Veath Oxford Shropshire. Somerset costafford and Shrewsbury Stourbridge Stroudwate Swansea. Severn & Urrent and Thames and Warwick a Warwick a Birant Londo Grand June New River Manchester Wanxhall, I West Midden Monte Mest Midden Mest Midden Mest Midden Mest Midden Mers Midden Mest Midden Mers Mandall, I West Midden Mers Mers Midden Mers Mers Midden Mers Mers Mers Mers Mers Mers Mers Mers	gh. seire wbray Irweil Irweil Icinoma  Loncon  Why & Rail Av. Mersey d Medway and Birmingham and Napton  L. B. Ann and Salford t. S. London llesex	\$\frac{1}{2}\$,409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533 3,762 2,600 8,149 4,800 4,433 5,500 1,500 6,486 1,000 8,294	share 1423 1000 1000 1000 1000 1000 1000 1000 1333 125 125 140 125 150 140 125 150 100 261 50 191 100 Works 25 100 av. av.	Amount paid. 1421 100 100 100 100 100 1331 125 150 140 100 100 100 100 100 100 100 100 10	Div. p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 10t 81 81 85 65 65 65	Last price 1140 160 1117 15 15 25 120 123 480 230 360 240 167 10 167 122 283 88 57 55 126 -	160 117 15 365 120 120 120 120 120 120 120 120 120 120
NAME OF COMPANY.  Inglo Mexican Mint  Inti Dry Rot  Australian Trust Company in the compan	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 4,000 1,500 5,387 11,493 720 3,000 4,000 4,000 4,000 1,500 1,432 720 3,000 4,000 4,000 1,500 1,500 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,00	100 15 100 15 100 100 15 100 100 15 100 100	Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{2} 50 100 do. do. do. 40\frac{1}{2} 100 do. do. do. do. do. do.	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London.	\$\frac{\sqrt{\text{shares}}}{70}\$ 2,409 2,500 3,000 217 1,786 21,418 500 800 200 200 533 3,762 2,600 8,149 -,000 4,433 5,500 1,500 6,486 1,000 8,294	share 1423 1000 1000 1000 1000 1000 1000 1000 1333 125 125 140 145 150 145 150 100 261 50 191 100 27 100 28 28 28 28 28 28 28 28 28 28 28 28 28	Amount paid. 1421 160 100 100 100 1331 125 150 160 100 100 100 100 100 100 100 100 10	Div.p.c.   per ann.     70   10   10   10   10   17   10   10	Last price 1140 160 117 15 365 505 25 120 230 360 240 495 10 167 122 28 88 57 55 126 126 170 170 170 170 170 170 170 170 170 170	Pri   160   117   15   365   120   192   192   192   192   192   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100
NAME OF COMPANY.  Inglo Mexican Mint.  Lustralian Trust Company leneral hteam Navigation at Western Steam Pa.  Jeteropolitan Wood Pay.  Jetent Elastic Pay.  Jeninsular and Oriental.  Joitto.	7 and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 4,000 4,000 1,500 5,000 4,000 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	100 15 100 15 100 100 100 100 100 100 118 113 100 118 160 100 100 100 100 100 100 100 100 100	Apount paid. 10 188 35 14 100 6 1 1 50 40	Div. p c. per ann. 10 5 5 7 7 6 4 14 10	70 154 25 64 14 644 155 156 114 164 150 150 150 150 150 150 150 150 150 150	Price. 1157   1157   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127   127	Loughborous Monmouths Melton Mor Mersey and Macclesfick Veath Oxford Agents or Shropshire. Somerset or Shropshire. Somerset or Shropshire. Somerset or Shrewsbury Stourbridge Stroudwate Swansea Severn & Trent and Thames and Warwick a Warwick a Birminghat East Loudo Grand Juno New River Manchester Vauxhall, 1 West Midd Commercial Last and Waster Loudo Grand Juno Sewansea	gh. seire. wbray . Irwell. I. Loncon. sal. Worcester.  Yhy & Rail Av. Mersey. d Medway. and Birmingham and Napton.  L. B. Ann. and Salford. t. S. London. llesex.	\$\frac{\shares}{70}\$ 2,409 250 500 3,000 217 1,786 21,418 500 800 700 500 300 200 533 3,762 2,600 980 \$\frac{\shares}{4,433}\$ 5,500 1,500 1,500 6,486 1,000 8,294 \$\frac{\shares}{1,065}\$	share 1423 1000 1000 1000 1000 1000 1000 1334 125 1400 125 145 1500 1000 194 1000 100  work 25 100 av. av. av.	Amount paid. 1421 100 100 100 100 100 1331 125 150 140 100 100 100 100 100 100 100 100 10	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 10 81 81 8 71 28 8 6 6 3 51	Last price 1140 160 117 15 365-505 25 120 230 360 240 10 167 122 288 57 55 126 -	Pri   160   117   15   365   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120
NAME OF COMPANY. Inglo Mexican Mint Inti Dry Rot Inti Dry Rot Instralian Trust Company Interpolitan Wood Pav Interpolitan Packet Interpolit	m and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Crail 1,432 3,000 4,000 1,500 1,600 2311 1,997 11,600 1,500 5,000 7,19 11,699	100 15 100 150 100 100 150 100 100 100 1	Amount paid. 10 18\frac{1}{3} 35 14 100 6 1 50 40 100 60 5 7\frac{1}{79} 100 100 do.	Div. p c. per ann. 10 5 5 7 7 6 4 14 10	70 180 150 131 363 150 150 150 150 150 150 150 150 150 160 160 160 160 160 160 160 160 160 16	Price. 1157 127 127 130 160 131 132 1365 1250 105 1440 1611 185 140 175 175 175 175 175 175 175 175 175 175	Loughborous Monmouths Melton Mon Morsey and Macclesfield Veath Oxford Agents or shropshire. Somerset costafford and Shrewsbury Stourbridge Stroudwate Swansea. Severn & Varwick a Warwick a Birminghal East London Grand June New River Manchester Vauxhall, I West Midd-Commercia Last and Wandon	gh. seire. wbray : Irwell. l : Loncon.  d : Why & Rail Av. Mersey. d Medway. and Birmingham and Napton.  L. B. Ann. and Salford. t. S. London. llesex.	shares.  70 2,409 250 500 3,000 217 1,786 21,418 500 800 700 500 200 533 3,762 2,600 8,149 1,000 4,433 5,500 1,500 6,486 1,000 8,294 1,065 3,238,310	share 1423 100 100 100 100 100 100 100 100 100 10	Amount paid. 1421 100 100 100 100 100 1331 125 150 140 100 100 100 100 100 100 100 100 10	Div.p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 10 8 8 7 1 2 1 8 8 7 1 2 1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Last price 1140 160 117 15 365 525 120 123 360 240 30 495 10 1122 288 88 57 55 5126 126 137 1114 1 137 1114 1	Pri   Pri
	7 and M Num. of shares. 10,000 10,000 5,700 20,000 11,493 3,200 5,387 15,000 4,000 4,000 4,000 1,500 5,000 4,000 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	100 15 100 15 100 100 15 100 100 15 100 100	Apount paid. 10 188 35 14 100 6 1 1 50 40	10	70 180 150 150 180 150 150 150 150 150 150 150 150 150 15	Price. 1157 27 1157 27 1150 1150 1131 365 250 1161 1161 1161 1161 1161 1161 1161 11	Loughborous Monmouths Melton More Mersey and Macclesfick Veath Oxford Agents or Stafford and Strough Mersey Stourbridge Stroud water Swansea. Severn & Trent and Thames and Warwick a Birminghar Loudon June Mersey Manchester Vauxhall, I West Midd Commercia Last and West Midd Commercia Last Agents Commercia Last Agent	gh. seire. wbray . Irwell. I. Loncon. sal. Worcester.  Yhy & Rail Av. Mersey. d Medway. and Birmingham and Napton.  L. B. Ann. and Salford. t. S. London. llesex.	\$\frac{1}{2}\$,409 250 500 3,000 3,000 217 1,786 21,418 500 800 700 500 300 200 200 2,600 8,149 -,000 1,500 4,433 5,500 1,500 6,486 1,000 1,500 1,000 1,500 1,000 1,500 1,000 1,500 1,000 1,500 1,000 1,500 1,000 1,500 1,005 3,238,310 1,352,752	share 1423 1000 1000 1000 1000 1000 1000 1000 1333 125 125 140 145 150 140 125 150 100 261 50 191 100 Work 25 100 av. av. av. sto. sto.	Amount paid. 1421 100 100 100 100 100 1331 125 150 140 100 100 100 100 100 100 100 100 10	Div.p.c. per ann. 70 10 10 10 21 17 30 25 12 14 19 15 51 65 10 81 81 8 71 28 8 6 6 3 51	Last price 1140 160 117 15 365 525 120 123 360 240 30 495 10 1122 288 88 57 55 5126 126 137 1114 1 137 1114 1	160 117 15 365 120 193 480 233 360 240 30

AME	RICAN	STATE									
STATE WORKS.	Length in miles	Cost.		Expend.	Income.	Expen	The 13 to	State Cana 17 feet wide	is are all 4 to , and 80 to 9	eet deep, and 0 feet in leng	the locks
N.Y. I Black river canal.  " 2 Cayuga and Seneca " 3 Champlain canal.  4 Chemung.	. 64	1,524,967 237,000 1,251,604 684,600	16,557 102,308	10,953	116,739		auctio	on and sal	lt dutics a	o the canal re not incl enesee vall c large sur	uded in th
" 5 Chenango	363	2,420,000 156,777 12,648,852	16,195 461 1,880,316	15,967 3,674	22,179	15,960 3,951	is mu	letion, the ich greater ese canals	than the c when fini	which addi- stimated gr ished. The	itional sur oss incom sums re
" 9 52 miles opened, cost \$1,500,000 " 10 Oneida lake " 11 Oswego Pa. 12 Beaver division canal	6	3,739,000 50,000 565,437	12,292 225	13,819 2,239 22,742	19,641 621 56,165	1,636 28,599	000 a finish ture i	nd \$600,0 ed \$5,553,0 ncurred or	00, making 000 and \$2 n estimated	wo canals a g their total (400,000; a l incomes (a	cost when n expending dmitted to
" 13 Delaware canal	60 45	69,276			7,381 109,278 381	5,386 22,870	The vania	eral,) of \$ e total rece for 1843	39,000 and eipts from were \$1,0	1 \$14,000 re the works o 119,401; for	spectively of Pennsyl 1844 \$1
" 16 Columbia railroad " 17 Eastern division. " 18 Juniata canal " 19 Portage railroad.	36				443,336 179,781 351,102		The Canal Railro	e receipts to l tolls, oad tolls,	for 1844 w	ere as follo	vs : 578,40 252,85
" 20 Western division canal " 21 North branch Susquehannah canal " 22 West " " "	105 73 72	005 190			101,949	57,633	Truck of whi and \$	ich \$585,9 578,404 fr	22 is from om 550 mi	118 miles o	
Ohio 23 Hocking canal.  " 24 Miami canal  " 25 Miami extension.  " 26 Miami northern division.	85 105 35	975,130 1,660,742 2,856,636 322,000	8,291	38,826	5,286 77,844 12,723 unfin'd.	22,341 14,741	The perty	canals of tax of 51	Ohio are mills on ti	supported he dollar. State, which	by a prore There a
" 29 Ohio " 29 Wabash " 30 Walhonding	334 91 25	1,627,318 4,600,000 3,628,340 607,269	35,922		343,711 48,589 1,977	12,817	'44 ov	er '43 ben ver '43 is o	ng \$15,577 only \$43,77 greater in	344 \$515,39 ,233. The 0, though the crease thro	increase of he year '4
Ind. 32 Sundry works		10.000.000			8,747		The incom	ese 21 mil ne whateve e central r	er. ailroad yie	undry work elds above (	per cent.
Mich 35 Central railroad.  " 36 Southern railroad	110	1,842,308 936,295	149,987	7,907	60,341	89,420 70,000	repted	l-which i	State work	tand alone.	canal ex
CANALS.	in miles.	Cost.	Income		r Inc	Nett.	per cent.	stock.	; r	REMARKS.	
Blackstone.  Bald Eagle Navigation.  Beaver and Sandy, (part).  Charleston, (S. C.).  Chesapeake and Ohio	184	1,000,000 12,370,470	47,637					tim	ne be enables of all the		he particu
Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa.	13 108	3,500,000		2,221	190,693	120,624		26 is : 31 min	not yet ed nes, hence The enlarg	peake and ( ompleted to its trifling i ement of the been comm	the coancome. e Schuyl-
Middlesex. Port Deposit. Delaware and Raritan Southwark.	10 43	200,000		3,327	. 131,491	84,455		for of	The Morris one millio its cost. I	s canal was n, about one t is said in enlarged.	lately sold e-fourth on the paper
Tide Water	45 80 101	2,900,000 2,000,000 1,000,000						see:	n no report	t, nor heard any engine	of the ap
CANADIAN CANALS.	Length in miles	No. of Lockag locks. in feet	Length of	Width.	ks. Depth on	Width o	f canal. Surface	Estimate.	Expended to Sept. 1843.	Incon	1644.!
The Welland canal  Main trunk from Port Colborne to Port Dalhousi, Junction branch to Dunville Broad creek branch to Port Maitland below.	28 21	31 328 1 6	feet. 150 150	feet. 26 1-2 26 1-2	feet. 8 1-2 8 1-2	feet. 45 35	feet. 81 71 85	3,948,572	2,485,572	64,658	
The St. Lawrence canal	2 4	$ \begin{array}{c c}  & 1 & 6 \\  & 2 & 7 \\  & 2 & 11 & 1- \end{array} $	200 200 2 200	45 45 45	9 9	45 50 50	90	672,498	973		
Farren's point ornwall, passing the Long Sault rapids eauharnois, do. Coteau, Cedars and Cascades road achine, do. Lachine rapids largement of do.	3-4 11 1-2 111 1-4 8 1-2	1 3 1- 7 48 9 82 1- 5 44 1-	2 200 200 2 200	45 55 45 45	9 9 9	50 100 80 80	90 150 120 120	865,372	1,665,663 275,426 400,000	29,288	
Total from lake Erie to the seahambly	66	57 525 9 74	120	24	6	36	60	200,000	440,000	1,409	-
COAL COMPANIES.	Length miles R. rd.   Ca	Cost		1843. ncome. s.   Nett	Div.   per cent.	1844 Incom Gross.		Div.   Val	f  ,	REMARKS	ı .
Delaware and HudsonLehigh	16 106 20 72	2,800	000 930,2	03 196,7	02 10			130		gas retroduction gas	,.
	•										

			AME	RICAN	RAIL	ROA	DS.							SALI	es.
	RAILROADS.	Length	Cost.	Loans	Number	Paid		343. ome.	Div.		44. ome.	Div. per	Previ-	Week e	
		miles.		debts.	shares.	hare	Gross.	Nett.	cent.	Gross.	Nett.	cent.	prices	Shares.	Price
Me.	Portland, Saco and Portsmouth	50 35.					89,997	47,166	7	131,404	62,172		1034		103
N. H. Mass.		56				****	178,745	68,499	6	233,101	86 401	12	65		1141
13	4 Boston and Maine extension	17 1-4		unfin.							:				
- ((	5 Boston and Lowell	26						144,000			147,615		120	4	11 1
1	6 Boston and Providence	41	1,886,135 2,914,078	none.				110,823 162,000			156,109 195,163		114 1201	54	1
41	8 Berkshire.	21	250,000	not stated				17,500	7	17,737					
(1	9 Charlestown branch		280,260						13	34,654	13,971	51	1124		80
"	10 Eastern	54	2,388,631	justopn'd			279,503	140,595	6	337,238 42,759	227,920 26,835		1131	275	1081
et	12 Nashua and Lowell	14 1-2		Justophi			84,079		8	94,588			123		
	New Bedford and Taunton	20						24,000	6	64,998	24,000	6			• • • • •
66	14 Northampton and Springfield	59	172,883 2,170,366		16,535			24,871		230,674	99,464	3	711	3,355	711
**	16 Old Colony		87.820		10,535					230,074	33,404		106	0,333	
66	17 Stoughton branch	4	63,075	unfin.				200 000						• • • • • • • • • • • • • • • • • • • •	
"	18 Taunton branch	11	250,000					20,000	8	96,687	20,000	8.	118		
**	20 West Stockbridge	3	41,516	200		100						4			
"	21 Western, (117 miles in Mass.,).	156		4,686,202	30,000		573,882	284,432		753,753	439,679	3	101	;20	1021
66	22 Worcester branch to Milbury	74	8,431 1,244,123							150 000	•••••		31		
Con	24 Hartford and New Haven)	38	1.100.000							130,000		6	95	25	93
33	25 Hartford and Springfield	25 1-2	600,000	400,000	2,000	100			l						
NI NI	26 Stonington, (year ending 1st Sept.,)	48	2,600,000		13,000	100	113,889	7.500		154,724	79,845		29	625	281
N. Y.	27 Attica and Buffalo	31 78	336,211 1,796,342		14.000	100	45,896	112,000	• • • •	73,248	48,033	6	1091	10	109
66	29 Auburn and Syracuse	26	766,657					27,334		96,738	52,544	6	116		
16	30 Buffalo and Niagara	22	200,000		1,500								100		
66	31 Erie, (446 miles,)	53						40 000		100 000			29	1,325	30
46	33 Harlem	26						40,000		126,020 140,685			691	170	691
66	34 Hudson and Berkshire	31				50				35,029			112		
66	35 Long Island	96 17	1,610,221				CO 049	EQ 200	• • • •	153,456			71	7,380	
86	3   Mohawk and Hudson	22	1,317,893 303,658				42 242	58,780 3,000	1	79,804 34,666			58‡		• • • •
16 -	35 Schenectady and Troy	20 1-2					28.043			32,646					
16	39 Syracuse and Utiea	53	1,115,897		16,000	621	163,701	72,000		192,061	120,992		117		
**	10 Tonnawanda	43					76,227	•••••	• • • •	114,177	75,865	5	•••••		
**	12 Troy and Saratoga.	25					44,325	21,000		38.502	9.971	24			
"	13 Utica and Schenectady	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132	20	132
N. J.	t-I Camden and Amboy	61 26	3,200,000				682,832	383,880	• • • •	784,191	404,956	• • • •	112		
22	16 New Jersey		2,000,000			• • • •						••••	95	100	951
- 44	17 Paterson	16	500.000									6	90	1,225	88
Pa.	18 Beaver Meadow	26 46	1,000,000 1,250,000			• • • •			• • • •						
**	50 Harrisburg and Lancaster*	36	860,000			• • • •			• • • •				30	• • • • • • •	• • • •
66	51 Hazleton branch	10	120,000												
66	52 Little Schuylkill	29	900,000	• • • • • • • •					• • • •						
	53 Blossburg and Corning	40										• • • •		• • • • • • •	• • • •
66	55 Minehill and Schuylkill Haven	18											80		
66	56 Norristown	20						,					61		
	57 Philadelphia and Trenton* 59 Pottsville and Danville	30 29 1-2										••••	104	• • • • • •	• • • •
66	59 Reading.		9,457,570			50				597.613	343 511		58	2,330	57
66	60 Schuylkill valley	10	1,000,000												
	61 Williamsport and Elmira	25 93	400,000 4,400,000			• • • • •	43,042	200,000	• • • •		210 000		153	11 021	15.
· De	63 Frenchtown	16	600,000										151	11,831	10‡
Md.	61 Baltimore and Ohio, (1st Oct.)	188	7,623,600				575,235	279,402		658,620	346,946		491	37	481
**	65 Baltimore and Susquehanna		3,000,000 1,800,000										21		
Va.	67, Greensville and Roanoke.	18	281,433	37,544			177,227	71,691		212,129 25,368			84 28		• • • •
44	68 Petersburg	63	969,880	63,000	7,690.	100				122,871			77		••••
10	69 Portsmouth and Roanoke		1,454,171		• • • • • • •	• • • • •	••••								
	71 Richmond and Petersburg*	76 22 1-2	700.000			• • • • •			• • • •	185,243	85,688	6	•••••	•••••	• • • •
66	72 Winchester and Potomac*	32	500,000												• • • •
N. C.	73 Raleigh and Gaston	84 1-2	1,360,000												
S. C	74 Wilmington and Raleigh	161 136	1,800,000					• • • • • • • •	••••	532,871	140 100				
	76 Columbia		5,671,452		34,410	10	201.4641	77 4561		398 495	180 704		• • • • • •	1	
Ga	77 Central	190	2,581,723				221,532	93.190						1	
66	78 Georgia	147 1-2		170 000			240,020	100,207		248.0961	147.5231				
	79 Montgomery and West Point	40	450,000	170,000							15,000	••••	•••••	• • • • • •	• • • •
Ohio	RI Little Miami	40	400,000						[						• • • •
III	92 Mad river	40	152 000				1								
	83 Madison and Indianapolis	56	212,000					12,000	• • • • •	58 000	94 000	• • • • •	110	• • • • • •	• • • •
								12,000		30,000	23,000	}	110		• • • •

communications by Monday morning at latest.

PR	INCIPA	L CO	NTE	NTS

Uniformity of gauge	35
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#### AMERICAN RAILROAD JOURNAL.

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#### Thursday, July 31, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 25,522 tons, and by canal 6,063 02, making 32,495 02 tons for the

From Pottsville and Port Carbon—total. From Schuylkill Haven—total. From Port Clinton—total.	193,511
Total by railroad	371,678
From Pottsville and Port Carbon—total From Schuylkill Haven—total tons From Port Clinton	17,446
Total by canal	103,907
Total by poilroad and sanal	475 505

Total by railroad and car	nal475,	595
LEHIGH CO	OAL TRADE.	
Total shipments from	Mauch Chunk. Leh	igh
coal and navigation co.	. 00 905	

Danimit Illines, -	• 00,000	
Room run de., -	- 30,230-	-118,595
Beaver Meadow railroad	and coal co.,	37,582
From Penn Haven—Hazl		30,727
From Rock Port—Buck N	Mountain coal co.,	9,456

196,359	
WYUMING COAL TRADE—total70,577	I.
WYUMING COAL TRADE—total	ľ
MINEHILL AND SCHUYLKILL HAVEN RAILROAD-	ľ
total tons	l
MOUNT CARBON RAILROAD—total tons 131,528 [Miners' Journal.	T.
[Miners' Journal.	1

#### New York and Eric and New York and Albany Railroads.

Next to the Croton water-if second even to that in importance to the people of this city-is the early completion of these two great railroads. We have not a doubt but that, if completed and put into successful operation, within five years their cost would be twice reimbursed to the people of New Yorkeven if they merely paid the current expenses of management-in the expense of living, in improved health, arrising from a greater supply of the necessaries of life-such as pure milk, fresh vegetables, poultry, etc.; and last, though not least, in the increased value of real estate, which would not be less certainly, and probably more than ten per cent.-or its present assessed value of \$171,000,000--over and above what it would be if the roads are not built. It would therefore be true economy for the city to build these roads by a tax upon the property, divided into ten annual assessments, and then put the fare and freight at the lowest possible rates-merely paying current expenses, and accumulating a fund for re-building the road when required-as, by such a course, the artificial channels for business would be superior to the natural, and New York might then retain her relative position without

of measures do not, and will not, at present, see have been extended, the numerous branches comthe correctness of this position; therefore we must pleted and the business have found its way to them, construct them; and it is to the men of means-not in operation? With New York at one end, and of large, but also of small means-to those who feel the fertile region of country with its numerous railat home in New York-not to those who feel, if they roads and canals, bordering upon the great lakes at do not say, "What is Broadway or New York to me? the other, and its hundrede of miles of lateral roads that we desire to say-and especially in relation to in this important work under the law of the last lethe New York and Erie Railroad-let not the gislature? present liberal offer of the legislature pass unimproved. Such another may not again occur in an tion to your means, in the completion of a work money, even if it never pays a penny of dividend, Yet that it will be a good investment when complethis country and Europe, which are now in use and their length, cost, cost per mile, and last year's divi-

1	uciia.			_
	Length.	Cost.	Cost per mile. Divid'd.	1844.
	Portland and Saco 50 5	1,200,000		6
	Concord and Nashua35	750,000	21,428	12
	Boston and Mainc 56	1,485,461	26,526	6
)	Boston and Lowell 26	1,863,746	71,682	8
	Boston and Providence. 41	1,886,135	46,000	
Ī	Boston and Worcester 44	1,914,078	43,500	7
ł	Eastern 54	2,388,631	44,333	8
	Nashua and Lowell 141	380,000	27,143	10
l	Auburn and Rochaster78	1,796,342	23,030	6
	Auburn and Syracuse26	766,765	29,489	6
ĺ	Syracuse and Utica53	1,115,897	21,054	8
ı	Utica and Schenectady. 78	2,168,165	27,797	8
Į	So much for American ra	ilmads.	Now look	k at

a few of the English roads, which have generally cost more pounds sterling than ours have dollars per mile; yet they pay larger dividends, simply because they have business at both ends, and along their line, as the New York and Erie will soon havepecially at its extremes; and as for its way business the main line! It is the construction of branches immensely to the business of railroads, and ensures their prosperity. Such is found to be the case in England-where railroads are most profitable-as will be seen in the annexed list:

मं दि			et.)
Elegan	. 061.	mil	6.Per
Dublin and Kingston. 6	£349,736	£58,289	9
Grand Junction 104	2.503.671	24,073	10
Great Western2211	7,455,689	33,584	8
Liverpool and Man-		/	
chester 32	1,785,000	55,781	10
London and Birming-		-576	
ham1121	6,614,995	58,540	10
London and South-			
western 921	2,604,405	28,004	
Paris and Orleans 82	1,978,415	24,127	
Paris and Rouen 84	1,440,000	17,145	. 8
With such results durin	g the first	few year	s of

Correspondents will oblige us by sending in their fear of competition. We say this might be done the working of the system, when the machinery is and true economy would be consulted thereby; yet comparatively new, and its business has to be diwe have no expectation that it will be done, as verted from its ordinary channels, what may we those who have the means to carry out such a course not anticipate from it when the main lines shall rely upon individuals, upon the men of means, to as a large proportion of it will wherever they are I live in Paris;" but to those who live and have a diverging from it along its line, as there surely will pride in, and a regard for the people of, New York, be, where can be a better investment of capital than

Liverpool and London.

Two hundred and twenty miles in five hours, or age, if this is neglected! To the owners of real es- 44 miles an hour, including stops! and at about 5 tate, to the merchants, to the manufacturers, to the cents a mile in first class cars; and proportionably mechanics, carmen and business men of New York less, or about 3 and 2 cents in the second or third we say then, now do your duty, and aid in propor- class cars. This is truly going ahead, and, as Mr. Willis says in his letter, speaking of his journey which, when done, will enable you to live better from Liverpool to London, "this travelling at forty and cheaper, to enjoy better health and make more odd miles the hour gives, one's eyes hardly time to know a tree from a cow, but here and there I got a distant view in crossing a valley, and recognized the ted there cannot be a doubt; and as a proof that it lovely rural beauty of England, the first impression will be so, compare its estimated cost and its resour- of which lasts one, like an enchanted memory, thro ces for business with the following roads, both in life. Notwithstanding the great speed, the cars ran so evenly on their admirable rails, that there was no paying large and increasing dividends. We give jar to prevent one's sleeping or being comfortable, and I awoke from a very pleasant dream to find myself in London." In speaking of the pavements of London, he says "the paving of London is really most admirable. Vast city as it is, the streets are as smooth as a floor-all over it, and to ride is indeed a luxury. The break-neck, hat-jamming and dislocating jolts of Broadway must seem to English judgment an inexcusable stain on our public spirit. And apropos of paving-the wooden pavement seems to be entirely out of favor. Regent street is laid in wooden blocks, and in wet weather (and it rains here some part of every day) it is so slippery that an omnibus which has been stopped in going up the street is with difficulty started again. The horses almost always come to their knees, though the ascent is very slight, and the falls of cart and carriage horses are occurring continually. Nothing seems to 'do' like the McAdam pavement, and wherever you find it in London, you find it in as perfect order as the floor of a bowling alley. I see that all heavy vehicles, by the way, are compelled to have very it will exceed any other in the country, in propor- broad wheels, and they rather improve the road than tion to its greater length and the number and extent spoil it. A law to the same effect should be passed of its branches, which will certainly exceed that of in New York, if it ever has a pavement worth preserving." The cost of keeping the pavements of and the connection with other roads which adds Broadway, even in the condition we usually find them for fifteen years would make them equal to those of London and keep them so; and so of other streets. But any person with one eye only, who witnesses the manner in which the pavements are put down, or repairs are made, will see that they cannot be permanent, and must therefore be a constant source of annoyance and expense.

#### Branch of the Eric railroad.

The Attica and Hornellsville railroad company, says the Ithaca Chronicle, incorporated at the last session of the legislature, has organized, by appointing Geo. Palmer of Buffalo, president, and J. G. Hoyt of Attica, secretary. The books for subscription to the stock are to be opened at Buffalo, Attica and Hornellsville, on the 10th of September

tion to the wear of the 56 lbs. iron of the second per yard; some portion of it was 60 pounds, lance with 3 by 21 inch plate iron, and contrack of the Lowell road.

ing the iron of this road is about equal to one cent \$121,559, after deducting the proceeds of the years no dividend was paid, the profits haper ton of freight per mile-estimating the passengers old iron, or about \$4700 per mile. and baggage as so much freight.

perience, greatly exceeds the usual estimate of the the change; but, on the other hand, the new value of that item, it would be well to call the attention of engineers to this important subject, with a admitted free of duty, which reduced the cost. view to providing some adequate remedy. J.

#### Wear of Railroad Iron.

to the probable duration of railroad iron weight, is very nearly \$5000 per mile. when exposed to a heavy traffic; and there If we then divide this sum by 500,000 tons, are few subjects on which the opinions of the amount of trade which shall have destroypractical men have differed more.

the Lowell road was first brought into use in their iron and still make reasonable profits. 1838, after the "fish-belly rail" had been found inadequate. `The new rail was of the H pattern-the form now most generally approved.

The following table shows the number of tons which passed over the road, in each year, from 1838, when this rail was first used, until July, 1845, when the company commenced making extensive repairs:

CLAC			CA	COLLE	2.00	· cp		
In	1838	abou	ıt				60,000	ton
	1839			-			70,000	66
	1840		-				73,000	66
	1841						86,000	66
	1842						91,000	66
	1843			-		•	115,000	"
	1844		•		•		150,000	66
	1845 (to July)				•	75,000	"	
	r	'otal	fei	rht			720,000	. "

In addition to this quantity, there has been transported, annually, about 16,000 tons of passengers and baggage, or in

120,000 " seven and a half years Which makes the aggregate

840,000 tons. tonnage about

One half of this quantity only has passed over the second track, which, up to this time, therefore, has sustained 420,000 tons. The question is now, what effect has this tonnage \$950,000, instead of \$260,000, as stated, and pays 3 produced? Is the rail visibly injured by it? per cent.'

The company have relieved us of the necessity of all speculation on this point, by above intended to make a comparison betaking up several stretches of this rail in tween the two roads unfavorable to the lat- look for more-of this excellent paper, pub-1844; and they are now making still further ter, but the impression which the statement lished daily, tri-weekly, and weekly, by changes—one about a mile long, near the 3 must have made on the minds of your readmile stone, and the other about half a mile, ers was, that the first was twice as valuable near South-Woburn. They will be compel- an investment as the last, and that the last It is a very long time since we have seen a led to make additional renewals this year, only "pays 3 per cent."

number of it, though it was formerly a regular visitor. It is a well conducted and, we of this 10 miles in the course of next year, tained by a more detailed statement in re-judge from its advertising, a well sustained The durabilty of this rail may, therefore, be gard to the Petersburg road-"the road set down at 500,000 tons. The lowest esti-over which I preside." mate we have ever seen of the power of a The Petersburg (not Petersburg and Ro-mercial record, etc., which gives it much the good edge rail, is 1,000,000 tons.

of July 15th, contains some valuable facts in rela- and laid down a new iron of about 56 pounds road with 15 miles of edge rails, and the baand that which they are now using is 63 lbs. structed 3 miles of new road and an expensive It appears from these facts that the cost of renew-iron per yard. This change of iron cost bridge across Roanoke river. In three

The new iron was heavier than the old, payment of debts. As the destruction of iron, according to this ex- which, of course, increased the cost of making

If we make the proper allowance for these two circumstances, we will find that the cost There has been a great deal of discussion of taking up one track of 56 pounds iron, and speculation during the last two years, as and replacing it by a new track of the same

ed it, we shall obtain one cent per ton per mile We have, however, at last, the means of for the value of the wear of iron on this road. forming a very safe estimate of the durabili- This is a larger result than we should have ty of a 56 pounds to the yard edge rail, when looked for; but as the company recieve more well laid, on an even and well-adjusted track, than five cents per mile per ton, for all the The first ten miles of the second track of freight they carry, they can afford to renew

#### Petersburg Railroad.

We give place to the following communication, and make the corrections desired, as a matter of justice, and also as a matter of business. We aim, and have made considerable effort, to obtain from each company, or from authentic sources, correct statements of the costs, etc., of their road, but have in many instances, as our table shows, been unable to obtain anything approximating to a full statement, and have, therefore, left them blank-while in some others we have adopted statements which prove to be erroneous. The best remedy is for each company to furnish full and accurate reports, and thus enable us to place them in their proper position:-

### Petersburg, July 21, 1845. Editor Railroad Journal-

Sin :- A friend has just called my attention to an article in your paper of the 26th ult., a part of which I extract, as it is short:

"While I think of it I will correct the statement in relation to the road over which I preside, and two additional ones in your list.

"The gross income (Richmond, Fredericksburg, and Potomac railroad) for the fiscal year, ending 1st of April last, was \$185,243 "Its net income was 85,688

"Its cost .... 1,454,171 "Its dividends 6 per cent.

"The Petersburg and Roanoke railroad cost about

I do not suppose that the writer of the

The following article, from the Boston Courier, took up 26 miles of the "fish-belly" rail, In 1842 and 1813 the company rebuilt the ving been absorbed by the new work and the

> The receipts of transportation for the 12 months ending Feb. 1st, 1845, were . . . .

Expenses of all kinds, \$49,970 33 except interest, was..... Interest account..... 4,745 98-58,718 31

\$123,670 81

Net income..... \$64,952 50 Out of this income was paid-Of the debts due by the company.... And a dividend of 3 per cent..... 23,070 00

Out of the profits of the last six months we have paid about \$32,000 of our debt and a dividend of 2 per cent.

This will give your readers a better idea of the value of our road than the short statement that "it pays 3 per cent."

Your informant, in sending you the statement about our road, omitted, no doubt accidentally, to give all that is necessary to fill up the blanks in your list, some of which are of importance in ascertaining the value of the investment. This I will give you.

The road is 63 miles, (instead of 60, as in our list.)

The number of shares 7,690, of \$100 each, all paid.

The amount of loans and debts Feb. 1st, 1845, was \$94,592. This was reduced to less than \$63,000 July 1st.

Last prices of stock \$75 to \$77. I have charge also of the Greenville and Roanoke railroad, the cost of which is greatly overrated in your report.

This road is 18 miles long. \$284,433. Number of shares 2000, of \$100 each, all paid. Debt, 1st of May last, \$37,-544. This road was finished in 1837. Up to May last the company had paid \$46,858 of their debt out of the profits of transportation. No dividend has yet been made.-Last sales of stocks 25 to 28.

The receipts tor the fiscal year, ending May 1st last, were ..... Expenses of all kinds... \$16,620 62 \$25,368 94 Interest account ..... 2,673 46-\$19,294 08

Net income-applied to the reduc-\$6,074 86 tion of debt .....

I remain respectfully yours, H. D. BIRD.

PITTSBURGH GAZETTE AND ADVERTISER.

We have just received one number-and Messrs. White & HARRIS, Pittsburg, Pa. business paper-with its marine list, comanoke) railroad was finished in 1833. Up appearance of our city papers-and will be In 1841 and 1842, the Lowell company to 1842 it had paid in dividends 54 per cent. found, we doubt not, a valuable medium of

advertising for our city merchants and busi-needed to free such railway enterprizes from special agent from the French goverf our

mighty and will prevail."

proved that the opening of a railway invariably upon with certainty. doubles business, and in many cases trebles, and

The railway spirit -- Its present character-Progress of American railroads.

in every state in the union. Almost every paper we open contains a call for a railroad meeting or elaborate reports of trade and tonnage of particular routes, in order to deternage of particular routes, in order to deternage of particular routes, in order to deternage. When individuals mine the propriety of an immediate prosecu-tion. The space that these proceeding occu-have to raise the money without borrowing, py in the local papers of all parties is the or for which they have paid an actual equiv-best evidence of the depth and pervading in-alent, they will feel no disposition to waste took place on the Great Western railway, tensity of public opinion. Though it may be thought that there is madness in the high-wrought feeling on this question, yet we may say there is "method in this madness." Ca
The meet no disposition to the there is took place on the Great Western railway, it in railroads. They may invest it if they near the Langley station, about two miles have reliable data which show a reasonable and a half on the London side of Slough.

The express train left Paddington for expressive seven by the reckless and conditions. The express train left Paddington for expressive seven by the reckless and conditions. know that any new work of internal im- are now received with distrust.

sengers over any proposed route, are first as-certained, before the enterprize will move ting the hand of labor by an ample reward. The whole of the carriages were nearly Fortunately, this important examination is while it repays the munificent enterprize of filled with passengers, there being upwards undertaken, not by mere speculators, but by sound business men, of tried integrity, in Neither is it to be overlooked, that though between fifty and sixty first class, passengers. Whose judgment a just confidence is reposed by those who are invited to invest. When enduring arms of peace, they immeasurably was the luggage van. The weights of the it is clear that the present business would pay a small dividend (say 3 or 4 per cent.) on a small dividend (say 3 or 4 per cent.) on the whole cost of the road and its equippower in the eyes of the world.

The railway is becoming a marked elements, then safety is adhered to, and though the direct return may not be large, the stockment in the progress of civilization through-holders are sure of a small yearly income out the world. The past inovements of the tons 10 cwt.; and the first class carriages, each 7 tons the investment of the construction have so the const

ness men who desire to extend business in the charge of speculating upon the credulity has visited the principal railroads officen of the public.

ceedingly appropriate, and well written, article on ved that the opening of a railway invariably now in the dawing of the system.

even quintuples it," is certainly truc-and a truth on a proposed route will pay a small divi- The vast extent and boundless fertility of our which we have long labored to establish-and we dend, the increse of business on the opening country and the irrepressible character of our are much pleased to learn that the Argus, one of the of a railway may be sufficient to meet all people afford an unerring indication of what most influential papers in the union, has hoisted the contingencies in their construction and other they will accomplish when their energies railroad flag—even at this late period. It is not yet expenses, the exact amount of which it is at are directed upon enterprizes worthy of their too late for it to accomplish much in aid of the first impossible to calculate. This certain name and the nation, and which so pecucause:—

augmentation of transportation insures a dividend beyond a peradventure.

There need be but little fear that the rail-The feeling in favor of railways is rising road spirit will run into a dangerous mania.

from their investment. This reliance upon United States in their construction have so

country. In the course of the last usand In this connection we might very properly years we have constructed five the even We copy from the Albany Argus the following ex- state, that experience has conclusively pro- iniles of railroads. But we are Du the subject of railroads. It shows that "truth is doubles business. In many cases its trebles ring the next fifteen years may we not anighty and will prevail."

and even quintuples business. This reliance ticipate a progress accelerated by the past
for an increase of business may be depended momentum? Who will not live to see that five thousand augmented to fifteen, and per-Where the present and existing business haps twenty-five thousand miles of railways?

our institutions.

# Railway Accidents.

The recent accidents on the Great Western, or

Accident on the Great Western Railway.

On Tuesday morning a serious accident

nals are not spoken of, because business men credulous. The most plausible statements ters past nine o'clock, the whole distance (194 miles,) since this fast train has been esprovement to be profitable must carry not only freight but passengers. If they can so general urgency to push forward railways construct a railroad as to do cheaply both we hear no more of borrowing abroad. No kinds of business, it is obvious that many agents, as in '35 and '36, are traversing Euland two first class carriages. Upon the arroutes (now unoccupied) would support a rope to negotiate loans at a low rate of interrival of the train at a point of the railway railway where a canal could not pay its reest, for the purpose of forcing these works pairs. Time, and speed, and certainty, are through. The revulsions of the past are not becoming so essential an ingredient in forgotten. Most fortunately those who are freight, as well as passenger travelling, that so earnest about railways rely entirely upon and dust between the lines of rails were the community will give the preference to American capital—deeming it sounder policy thrown up in clouds, into both the first and railways. Canals may carry cheaper, but to wait awhile, until our capitalist can accu-second class carriages, to the great alarm and railroads are quicker, and what is of not less mulate sufficient means, rather than hurry dismay of the passengers; and, before more importance, can be used every month of the these railroads through, upon the impulse of than a few seconds had elapsed, the two first year, while canals are closed at least five foreign capital. So long as such caution class and one of the second class carriages months, or nearly half of the year, and so tempers the present mania we fear not the long are useless to the producer or manu-rising spirit. On the contrary, much good line down an embankment twelve or fifteen may come therefrom. The impulse which feet in depth, with a most alarming and There is one feature which now marks the leads to the linking of the iron bands of arilway efforts, not only in New England brotherhood and union is a noble one. We and New York, but in the western, middle, and southern states, and that is, the exact be productive of the highest good to man, amount of tonnage and the number of passion of the productive of the highest good to man, while it may give a steady and healthy disconnected from the luggage van, was there left in that position, while the encounterproductive of the highest good to man, was there left in that position, while the encounterproductive of the highest good to man, was there left in that position, while the encounterproductive of the highest good to man, was there left in that position, while the encounterproductive of the highest good to man, was there left in that position, while the encounterproductive of the highest good to man, was there left in that position, while the encounterproductive of the highest good to man, was there left in that position, while it may give a steady and healthy disconnected from the luggage van, was there left in that position, while it may give a steady and healthy disconnected from the luggage van, was there left in that position, while it may give a steady and healthy disconnected from the luggage van, was there left in that position, while it may give a steady and healthy disconnected from the luggage van, was there left in that position was the position.

Among those who were in the carriages, present and existing business is all that is deeply excited the interest of Europe that a officially connected with the railway, were

Jones, in Mr. Brunel's establishment; and our Journal. Mr. Seymour Clarke, the chief superintendvidentially escaped with but trifling bruises.

Rose-cottage, Hereford; the Rev. Colling-says was "the lightest in the train—hopping wood Hughes, of Avishays-house, near off the rails. Our readers will remember Chard, and the family governess; Mr. Bristhat some twelve months ago Mr. Brunel, in correct, I should fear that the luggage van

Wednesday. No defects were discovered in carriages was one great security at high ve-the line of rails to have caused the accident, locities against their leaving the rails, and rails of which are laid on continuous or loncident is as follows:—"The luggage van, crease the public danger. An accident hapwhich was a four-wheeled vehicle, and the
pened on one of the railways, shortly after,
lightest in the train, was, from some cause confirmatory of what we said; yet in spite
manner in which the rails are laid. carriages remaining in their proper position and advances as a merit of the atmospheric rails is to collapse, and in order to guard on the rails. It proceeded thus until it came plan that it will save dead weight and peraction of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the flanch of the wheels on the intuition of the wheels on the intuition of the wheels of

very much damaged and shattered, stood the each at 71 tons, and two second class car- which it is seated. In the one case the reshock so as to enable the passengers to move riages each at 7 tons, while the luggage van sistance is direct or immediate, but in the for-freely in them, may be attributed the preser-is only 31 tons. Why the luggage van was mer it is remote or contingent. vation of the lives of the numerous passen- so disproportionably light, we know not. If Any one who has noticed the ordinary regers, which were placed in the most immilit was made so conformably to Mr. Brunel's pair of a line, the rails of which are laid on nent peril. The galvanic telegragh between notions that the weight of a vehicle has no blocks, will have seen that the inner side of Slough and Paddington, which had been thing to do with security on the rails, here is the block is imbedded deeper in the ballastsevered and broken, was repaired during the with the superior lightness of this vehicle, side of the bearer requires much more pack-

[From Herapath's Railway Magazine of June 21.] Accident on the Great Western Railway.

Every one must deplore the unfortunate accident which happened to the Great West-ern on Tuesday, not merely that it was an we are sorry it should be at the expense of crease, the chance of overturning is multiaccident, but that it happened to a train the company's property and the safety of the plied. which reflects on the enterprizing spirit of passengers. We do, however, hope, as it is all companies are liable to, but when they fall on actions which have departed from the usual cause for public accommodation and use these very light vehicles with equal and proper bearing, the rails being seagood, we cannot help feeling a more than or- such high speeds. dinary sympathy. The Great Western fast dark and insignificant. If, therefore, there is gage van can at high speeds be lighter than the same precision as the chair insures. any act of the Great Western more than an one of the carriages without compromising other to which we wisned unmixed success, the safety of the passengers.

Lamentable, however, as the accident is, ent of the locomotive department, accompa- we have learned one lessson by it, which we explanation of the cause of the late accident nied by Mrs. Clarke. All these parties pro- hope will not be lost on Mr. Brunel, the en- to the express train of the Great Western gineer, who was reported, but we learn not company will be afforded to the public. Upward of forty persons, who were more truly, to have been present, but had the good or less injured, were taken to the Royal Hofortune to escape uninjured. It is this:— railways, it is evident that the cause originatel, at the Slough station. Among those The cause of the accident was owing to the ted either in neglect or was the result of acwere Sir Richard Vyvyan; Dr. Strong, of luggage van-which Mr. Seymour Clarke cident which no human prudence could pretow, of Haverfordwest, and Mr. Colin Ro-some evidence he gave on the atmospheric next to the tender had not been properly atbertson, late of Honiton. None of these railway, asserted that by means of the athad sustained any serious or permanent inhad sustained any serious or permanent inhave carriages of a much lighter construclion and go at a much higher speed, which

The sudden separation of the carriages of of railways, accompanied by Mr. Seymour we then commented on as unsound reason a train proceeding at a high velocity on any Clarke, visited the scene of the accident on ing. We maintained that the weight of the line would have produced a similar result, Mr. S. Clark's opinion of the cause of the actual that to diminish their weight would be to in-gitudinal bearers, the possibility of a similar which cannot at present be ascertained, of this practical fact—palpable even to a thrown off the line, the engine and the other child—Mr. Brunel maintains his notions, with railways that the natural tendency of thrown over a road leading from Langley to tion. Here, however, is a fact on his own ner side of each rail, every precaution is ta-Iver, when it seems that it struck one of railway which his own sub has described, ken by offering the greatest resistance to the these girders, which threw it off the timbers that the cause of the accident was the light-tendency to collapse. into the ballast of the line, pulling with it, and against the iron girnders, the remainder of the train."

To the extraordinary strength of both the first and second class carriages, which, though damaged, and rendered for the time utterly at once a practical proof of their fallacy; for ing than the other side, and that in lines with useless, by the wires and posts having been had it not been for the high speed, combined continuous or longitudinal bearers, the inner the chances are six to one against its leaving ing than the outer. This adjustment is to the rails. These odds are much increased, insure a more perfect gauge of the rails. seeing that it was not the first but the third The departure from the true gauge causes. vehicle of the train.

Mr. Brunel, the engineer in chief; Mr. which an account is given in another part of rience in railways, open up new ground, and will therefore be read with attention.]

MR. EDITOR:—It is to be hoped that a full

the carriages to roll or to assume that oscil-Though we cannot but feel gratified at lating motion which is commonly termed

In cross sleeper roads, the action of the the company the highest credit. Accidents never too late to learn, that the company, if wheels of the engine upon the rails is direct, ted in chairs placed in line with each other, We also hope that the subject will not es- whereas in a continuous or longitudinal beartrain had set an example so bright and shicape the board of trade, at whose suggestions er the action of the driving wheels is more
ning that other companies' performances, like luggage vans were placed between the tenor less oblique from the absence of uniformicandles in the presence of the sun, appeared der and the passenger carriages. No lug-ty in the fixing or seating of the rails with

I have no doubt that the cause of the late late accident might have been accelerated by it was this, and we felt overpowered with vex-ation when we heard of their misfortune, of ject from a gentleman of considerable expe-being (as I presume it was from the circumof a different length to the other carriages in we need scarcely a practical illustration to this great work will now be onward and prosthe train; at all events, I trust for the sake show us the result. Although circumstances perous. of the public and the company that the result were altogether unfavorable to a trial of the of the inquiry will be made known.

London, June 19, 1845.

A TRAVELLER BY RAILWAYS.

Possibly "Proser's Railway Guide Wheels" are Rennie's old lathe engines. This clumsy death of Mr. Darne, among the good ones; therefore we lay the follow- affair is more than doubly as ponderous as it ing article, from Herapath, before our readers, and should be, weighing about 11 tons, (13 with ask their views in return:

Prosser's Railway Guide Wheels.

On Wednesday last the merits of this plan have exceeded six tons. were publicly tried at Wimbleton-common, springs. The rails just laid down, soused by where a length of about two miles of rail- a heavy rain, were in a most wretched state way was laid down for the purpose. The line was not composed entirely of wooden train, we mean constructed in the common rails but partly of iron to the line was not composed entirely of wooden rails, but partly of iron, to show the power mode, could have traversed at scarcel a of easy transition from one to the other of which the plan is capable; and this we may observe was proved beyond doubt. The shape of the line is not much unlike that of a ladle, being for some distance a straight length, at one end of which it branches off with short curves into two lines of railway, taking opposite directions to form a circle, so that the train ran down the straight line, round the circle, and returned to the place whence it set out up the straight portion. The radius of the curves (contained in the circle) is 10 chains, and the heaviest gradients of different inclination, varying gradients of different inclination, varying from the content of the content of the curve with the undiminished speed of 20 to 25 miles an hour. That was a pretty good test of the capabilities of the system. There was no more jolting in performing this than in running over less objectionable portions. We may remark that this "jolting," caused in a great measure by the want of springs, was apparently by no means pleasant to some of the parties invited to have an accordance of the House on the broad and nargon the content of the content of the House on the broad and nargon the content of the content of the content of the House on the broad and nargon the content of the content of the House on the broad and nargon the content of the content of the content of the House on the broad and nargon the content of the content of the House on the broad and nargon the content of the House on the broad and nargon the content of the con gradients of different inclination, varying of Mr. Prosser's invention, since we have had occasion to call their attention to it on as their digestions, in estimating, or rather had occasion to call their attention to it on former occasions; it is simply a contrivance Sight seers are too apt to form opinions wholten dispense with the ordinary flange, by emto dispense with the ordinary flange, by em-ploying small wheels, working against the rails obliquely at angle of 45 degrees, to do its office, by which it is professed friction is reduced, and greater safety obtained—the rubbing of the flange being obviated by the rolling of these wheels, which at the same time obtain a greater purchase on the rails, and in case of accident to the wheels or ses. On the whole, we think the experiment axles (unfortunately the principal cause of our and our neighbor's worst accidents, particu-larly that frightful one on the Versailles railway) they supply the place of the wheels themselves. The plan is equally adaptable to iron or wood, and in using the latter a sato be effected, the best guarantee for which is the contract entered into by one of the first quired by the late law of Maryland, guaranters of contractors to make it on the Guillying the transportation of 195,000 tons of side. firms of contractors to make it on the Guilford Junction line, which unfortunately perhaps for the inventor, though the large sum of £20,000 was given as compensation, was will be submitted without delay, for the aphaps for the inventor, though the large sum nished for the whole amount. These bonds of £20,000 was given as compensation, was not completed, owing to the purchase of it by the South West company, to form part of an extensive scheme in connection with their railway. Had that line been made, we should have had by this time one of the best made, we have the state of the sentence of proofs we could desire of the merits of the index of the company, namely, the practical working of it. It is, however, to be adopted by the Waterpany, is encouraging; and we trust that ford and Kilkenney railway; being but of so having succeeded, thus far, after many diffi-

water,) the power of which does not reach 30 horses, whereas a suitable one would not It was without to the experiment, who expected to have an that it somewhat effected their minds as well ly from appearance and feeling, without making allowances for circumstances. For our part, we should prefer testing an invention under severe disadvantage to having it nicely Journal.] cooked up for the occasion, since we are then enabled, though at some cost to agreeableness, to judge of its worth, if any its posseswas very satisfactory of the merits of Prossei's system.

Chesapeake and Ohio Canal.—We are highly gratified in being able to announce that at the adjourned meeting of the Chesaving of £2,500 to £3,000 per mile is alleged peake and Ohio canal company, held at Fred-

stance of its being a four wheeled carriage) simple contrivance, and the effect so evident, culties and discouragements, the progress of

At the same meeting, James M. Coale, plan, we must confess to our minds it was Esq. was unamimously re-elected president, more than ever convincing of the practical and John P. Ingle, Frisby Tilghman, Wilutility of the plan. A suitable engine not liam Price, John O. Wharton, and Daniel being procurable in less time than a year Buckhurst, Esqrs, were re-elected directors, This is an age prolific of new plans, and there and a half, the company formed to carry out and Robert W. Bowie, Esq. was elected dimust, of course, be some good ones among them. the system was obliged to resort to one of rector to fill the vacancy occasioned by the

> The Iron Trade of Staffordshire .- Notwithstanding the recent extraordinary reduction in the price of iron, the extensive works of Thomas Kinnersly, Esq., at Kidsgrove, continue in full activity, and we hear that the wealthy proprietor has commenced the erection of another powerful blast, and is expending a considerable sum in other improvements .- [Staffodshire Mercury.]

shape of the line is not much unlike that of a where the gradient was as heavy as 1 in 100, this week lowered their prices for castings

trom 1 in 80, 1 in 100, to 1 in 200, etc. Our readers are aware of the principle and plan easy ride; and, further, we have no doubt toriously by a large majority of 134—for that it somewhat effected their minds as well it, 247; against, 113; majority, 134. The grounds on which this decision appears to have been governed was the determination of the House to support their committees. It seems to have been fully known in the morning what the result would be. Nevertheless the victory may be short lived .- [Herapath's

> TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.
>
> When the exact diameter of the wheel is stated in the order of the three wheels is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
ja45

N. E. cor. 12th and Market sts., Philad., Pa.

Alexandria, D. C.

1 Upright Hydraulic Press. All of which will be sold low, on application to T. W. & R. C. SMITH. Founders and Machinists

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merrit, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. Spikes, from 2 to 12 inches in length, and of any form

ja45

TO IRON MANUFACTURERS. THE SUB-Wales, having obtained a fatent in the United

all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-mon spikes made by the hammer. All orders directed to the Agent, Troy, N. York,

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I.

& J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 232 Water
St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* Railroad Companies would do well to forward their orders as early as practicable, as the subscriber

### FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annovance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretowie onered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the snoke and steam, and thrown into an outer chamber of the chimney

scribers, as Agents of Mr. George Crane, of Wales, having obtained a jatent in the United States for his process of smealing Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., ja45

No. 4 Sout Fronth st., Philadelphia, Pa.

TATENT RAILROAD, SHIP AND BOAT

Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes and Suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States of the subscribers are fastened with Spikes made at the above named factory for which purpose they are found in rails of the process of the subscribers, and force thus acquired by the subscribers, and force thus acquired by the subscribers of such and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own through core is the smoke and steam, and thrown into an outer chamber; the smoke and steam passing through openings near its top, from whence they fall by their own through core is the potential of the potential to potential the patents which and unostrated and unostrated and unostructed fast the top of the chimney, through a patent obtained and unostructed for the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use of the fire in the furnace.

These chimneys and arresters are simple, durable and unostructed and near time and unostructed and near time power of the fire in the furnace.

The

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitey, of this city, will be promptly executed.

FRENCH & BAIRD.

ney, of this city, will be promptly executed.

FRENCH & BAIRD.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844.

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by 1.

& J. Townsend, Albany, and the principal Inon merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

**Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

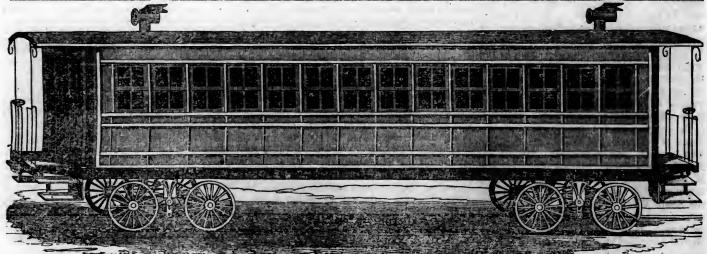
PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Steep and Estimates for Buildings, Bridges, etc., previous desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

PRING STEEL FOR LOCOMOTIVES, Tenders is the full subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Steep and Estimates for Buildings, Bridges, etc., previous desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

p



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

## FROM PHILADELPHIA.

By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 51 a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Treaten Declaration New York, by way of Trenton, Princeton, New 71 o'clock, a.m. For Frederick and intermediate sou Brunswick, Elizabethtown and Newark, N.J., daily stations, by extra train, daily, except Sunday, at 4 \$2. from foot of Walnut street, at 9 a.m., and 5 p.m.—
p.m.

For Mauch Chunk and Wilkesbarre. By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

PETERS, HAMMIT & CO.

By Post REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkfon, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 41 p.m. G H HUDDELL, Agent. 31

town Railroad and Scamboat Live, Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.

G. H. HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautising through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Ma-

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 7½ a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, the Milton, Milton, Milton, Muncy, Williamsport, the Milton, Milton, Milton, Milton, Milton, Muncy, Williamsport, the Milton, etc. Through tickets for any for any of the above places can be secured at the depot, where every in-formation relative to the above lines will be given.

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sis. Seats may also be procured at the Depot, and at 13 South 3d st.

A CHMMINGS of the Pioneer and Express For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

For Norfolk and the South, by steamboat through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

For Norfolk and the South, by steamboat through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

For Norfolk and the South, by steamboat through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut six etc. Leaves Baltimore daily forms. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

South 3d st. A CUMMINGS, Agent.

Susquehanna Line of Rail
road Cars and Post Coaches.

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Milton, Muncy, Williamsport, Towanda, Elmira. For seats apply at the stage office, 104
Race street, under the White Swan Hotel.

8 STILES, Agent.

Torontown and arrive at Wilmington next department of the stage of the stage of the season, leaving to the season, leaving Bowly's wharf, foot of South street, at 3 o'clock, p.m. daily [except Sundays] for Philadelphia. Through in 8 hours.

Fare \$1. & STILES, Agent.

FROM BALTIMORE.

PASSENGER LINES NORTH AND PASSENGER LINES SOUTH AND

Fare \$4.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the
Depot, corner of Broad and Cherry streets at 8 a.m.
Depot, corner of Broad and Cherry streets at 8 a.m.
Espectively, \$11. Between Baltimore and Wheeling respectively, \$10. Between Philadelphia and Wheeling \$13.

Second class \$1 90.

Willscharze

1 Utillscharze

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order, 31 D. J. FOLEY, Agent.

Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a For Baltimore. By Newcastle & French-through ticket South. Those who patronize it will save their money and time. Through Tickets from Pamboat Robert Morris. Capt. J. M. Douglass. Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimare to Richmond \$7.

> Fast Mail Line .- Leave New York at 9 a.m. and arrive in Philadelphia at 3 p.m.; arrive in Balti-more at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 9½ p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

> Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

> Way Mail Schedule .- Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 6 a.m.; arrive in Washington at 11 a.m. From Philadelphia by steamboat. Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

re in Washington at 1 p.m.

For further information and through tickets apply ders with promptness and despatch.

Railroad Work.

from Spears' what, at 4 p.m., and arrives at Nor-folk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7.

Fare \$1.

Morning Train for Philadelphia.

PASSENGER LINES SOUTH AND WEST.

Ballimore and Ohio Railroad.

For Cumberland, Hancock, Martinsburg, Harper's on by the mail train for New York. Fare \$3. The Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depots by the regular train, daily, at 0'clock, a.m. For Frederick and intermediate south and west. Through in seven hours. Fare train and west trains and west and west. Through in seven hours. Fare trains and west and west.

p.m. For Philadelphia, via York, Columbia and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cts. per mile. Through tick ets are issued between Baltimore and Wheeling re-\$3 50.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 14 in. to 24 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served accord-By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Crank Axles, made from the best refined iron; Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—

Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines: Wro't. Iron work for Steamhoats. Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descripions.t ja451y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal. New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee G. A. NICOLLS, ja45

Reading, Pa. MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patwrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wail street, N. York. RAILROAD INON AND FIXTURES. THE Subscribers are ready to execute orders for the al ove, or to contract the states, vered in the United States, DAVIS, BROOKS & CO., 21 Broad st., N. York. al ove, or to contract therefor, at a fixed price, deli-

### FROM NEW YORK.

New York and Harlem Railroad Company.
Leave City Hall for Yorkville, Harlem and Mor-

Leave City Hall for Torkvine, Harten and Mor-risiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Mor-risiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Wil-liams' Pridge for City Hall at 7, 740, 104.0 a.m.; Ca 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

New York and Erie Rail road Line.

For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:—For passengers—The new, fast and commodious steamboat sengers—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection

Stages run from Middletown daily, in connection

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

### PASSENGER LINES FOR THE

NORTH AND WEST.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Sag Harbor twi from Brooklyn.
Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Weineday, and Friday. Monday, Wednesday, and Friday.

Asternoon, or 5 and 7 o'clock Line .- At 5 o'clock Alternoon, or 5 and 1 o clock Line.—At 5 o clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M.,
to Boston and Albany; 8½, do., do., do.; 10½, do.,
do., do.; 2, P.M., to Boston and Albany; 4, do.,
do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do.,
do.; 12, M., or on arrival of the Boston train; 3,
P.M.; 6, P.M., or on arrival of the Boston train.—
Fare 12½ cents.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 31, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 3½, P. M., daily. 31 L. R. SARGENT, Superintendent.

Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Passage \$2, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board.

H. D. FILKINS,

Agent, Troy.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

PASSENGER LINE EASTWARD.

Long Island Railroad Brooklyn depot.—Boston train, 8½, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamdaily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at .5, a.m., daily, for Brooklyn and intermediate places.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from 131 the Brooklyn side.

Regular Mail Line between New York and Boston, via Sonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massachusetts, Capt. Comstock; Mohegan, Capt. —; Narragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays,] at 6 o'clock, p.m., from New York, and from Stonington on the arrival of the mail train which learning to the capt. or freight apply on board, or to

P. C. SCHULTZ,

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Saturdays.

Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturdays.

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street.

New York and Boston Railroad Line, via Norther Front P. M. G. Courtlandt street.

New York and Boston Railroad Line, via Norther Front P. M. G. Courtlandt street.

New York and Boston Railroad Line, via Norther Provise Captain A. M. and 4‡ P.M. Leave New Brunswick at 12 M., and 4‡ P.M. Leave New Brunswick at 12 M., and 4‡ P.M. Leave New Brunswick and intermediate places, including New Brunswick and intermediate places, inclu

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North
river, at 6 o'clock, p.m. The Worcester, Captain
New Brunswick and intermediate places, including The commutation fare river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wed-

Hoasatonic Railroad; Britgsport and New York.

—The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified.

R. B. MASON,

Superintendent.

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Railroad Line—Direct. Leaves New York daily, from the foot of Liberty street. Morning Line, 9 o'clock, A.M. Mail Pilot Line, 44 o'clock, P.M. first class cars, \$4. 'Second class cars, \$3. Fare in

Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad
Line.—For Philadelphia Line .-- For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South a.m., daily, for Brooklyn and intermediate places.
From Farmingdale depot: Accommodation train at 6½, a.m., and 2½, p.m., daily, for Brooklyn and intermediate places.
The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several

New Jersey Railroad and New Jersey Karlroad and
Transportation Company. — For
Newark. Fare 25 cents. Leave New York at 8, 9 and 11 o'clock A.M., and 12½, 2, 3, 4½, 6½, and 8 o'clock P.M. Leave Newark at 7, 7½, 8, 9, 10½, A.M., and 1½, 4, 5½, 7½, 9½, P.M. On Sundays, leave New York at 9 A.M., and 4½ P.M. Leave Newark at 11½ A.M., and 9½ P.M.

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

31

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street, South ferry.

Paterson Railroad. Leave Paterson, 8, 114, A.M., 4 P.M. On Sundays, leave Paterson, 8, 114, A.M., 4 P.M. Passengers are advised to be at the ferry a few minutes before the stated hours of departure. Office 75 Courdand street.

31

Morris and Essex Railroad. Paterson Railroad. Leave

P.M.; 6, P.M., or on arrival of the Boston train.—
Fare, 12½ cents.
Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

31
L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent.

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L. R. SARGENT, Superintendent.

# AMERICAN RAILROAD JOURNAL,

### AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 37

THURSDAY, AUGUST 7, 1845.

34 . . . 6484 are

[WHOLE No. 4745 Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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TROY IRON AND NAÎL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
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ROSS WINANS, Baltimore, Md.
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(See Adv.)

L AWRENCE'S ROSENDALE HYDRAULIC Cement. This Cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidies for mediately under water, and increases in

as it sets initial solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by

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142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

### KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was brostruction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in advance of the place where the accident oced several curred, whereas had the car been constructed on the common plan

the same kind of acci-dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the pas Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fulby accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent,

W. L. ASHMEAD, Agent,

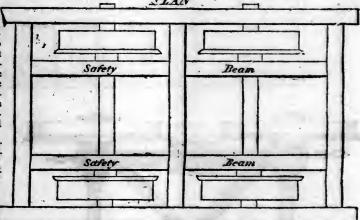
W. L. ASHMEAD, Agent,

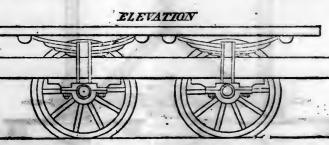
JAMES ELLIOTT, Sup. Motive Power,

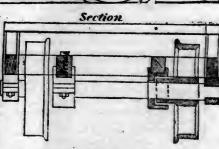
W. L. ASHMEAD, Agent,

J. A model of the above improvement is to be seen at the New Jersey railroad and transportation

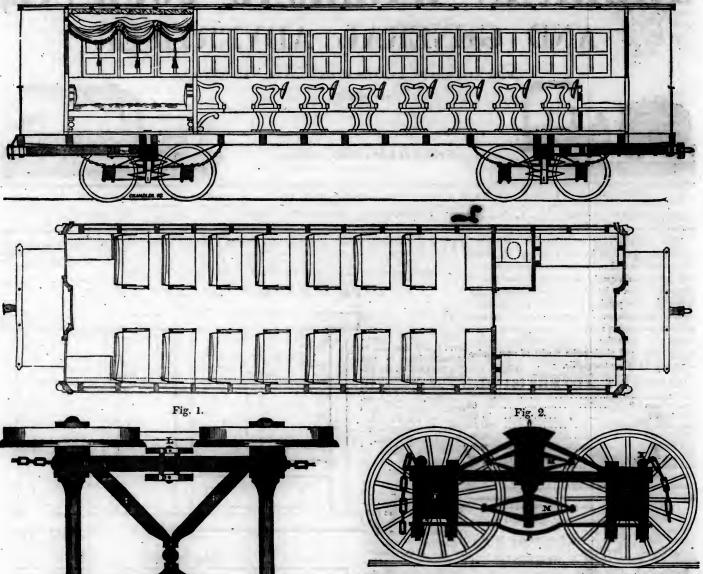
office, No. 1 Hanover st., N. York,







### PATENT CAR AND TRUCK DAVENPORT & BRIDGES'



DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention:

Companies is respectfully invited to the following description of their justly-celebrated invention:

Fig. 1 of the drawing above represents a top view or plan of our Improved Railroad Truck.—Fig. 2 is a central, Jongitudinal, and vertical section. C, Fig. 1 and 2, represents the arched bars of the side trusses: they consist of two long bars of plate from (about three inches wide by seven-eighths of an inch thick,) bent into the shape as seen in frawing 2. Each of them is placed directly over a flat and straight tie bar, A, which extends from one end to the other, which are united at their centres upon four pedestals, F, F, which receive the bearings or boxes for the axles to run on. Another flat tie bar, P, extends from the under side of one of the pedestal, and that this number is all that is requisite for the full security of the bars and pedestals to that of the other, on the same side of the journals of the axles, O, O, in the positions represented in the drawings. From the above it will be seen that there are two bolts to each pedestal, and that this number is all that is requisite for the full security of the bars and pedestals together. The body rests and moves upon two sectional supports, D D, arranged on the sides of the truss frames, and are jointed at their lower ends by means of a bolt, L, which rests upon the top of the lower part of the inverted strap, E, which strap passes over and rests upon the top part of the bar, A.

Two bands, N, N, are passed entirely around the central part of each truss frame, and rests upon the top of the bar, A.

Two bands, N, N, are passed entirely around the central part of each truss frame, and pedestals together. The body at the spring, from the tie bar, A, to the arched bar, C.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although

CAMBRIDGEPORT, April 1, 1845. DAVENPORT & BRIDGES. RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON

CUSHMAN'S COMPOUND IRON RAILS.

etc. The Subscriber having made important improvements in the construction of rails, mode of 4 South Front St., Philadelphia.

GASTLE MANUFACTURING ontinue to furnish at the Works, wn of Newcastle, Del., Locomotive ngines, Jack screws, Wrought iron Mar. 20ff

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attentien.

ANDREW C. GRAY, place of Company, St. te Rights, etc., under the privileges of Lotters to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to respectfully offers to dispose of Company, St. te Rights, etc., under the privileges of Letters palent to the works to which the same relate. Companies reconstruction their tracks now have an opportunity of improving t

O RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

### PASCAL IRON WORKS.

### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



ctured and for sale by MORRIS, TASKER & MORRIS. archouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Value Property on the Mill Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet with lathes work banch.

Pattern shop, 35x32 feet, with lathes, work bench-

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the Forge snop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large bibwing apparatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven.

corn oven.

Store house—a range of buildings for storage, etc.,
200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories

ries.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., 1445

CYRUS ALGER & CO., South Boston Iron Company.

#### NORRIS' LOCOMOTIV E WORKS





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1;	15	inches	Dian	neter of	Cylinder			inches	Stroke.	c
"	3,	14	1	**	"	· . u ; ' ·	-	24 20			~
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er	6.	10	1	66	. 66	ш	Y	18	- 4	66 *	

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ja45

TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a ratent in the United States for his process of smelling Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture

of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO. No. 4 Sout Fronth st., Philadelphia, Pa.

DATENT RAILROAD, SHIP AND BOAT The Troy Iron and Nail Factory keeps Spikes. constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory-for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron mer-chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jan-viers, Baltimore; Degrand & Smith, Boston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand. FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN A Railroads, Railroad Director: and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any neretotore offered to the public. an entirely different principle from any heretolore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Riehard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad, W.R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Contral Railroad, Chiefe for the Chimer Chimer and Company. ident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitev. of this city, will be promptly executed.

FRENCH & BAIRD. ncy, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

e terms. Philadelphia, Pa., April 6, 1844. ** The letters in the figures refer to the article given in the Journal of June, 1844. ja

SPRING STEEL FOR LOCOMOTIVES, SAMUEL NOTT, CIVIL ENGINEER, SUR-Tenders and Cars. The Subscriber is engaged veyor and General Agent, Bangor, Me. Rail-in manufacturing Spring Steel from 11 to 6 inches roads, Common Roads, Canal, Factory and Mill in width, and of any thickness required: large quan-Sites Towns, Farms, Wild Land, etc., surveyed. tities are yearly furnished for railroad purposes, and Plans and Estimates for Buildings, Bridges, etc., prewherever used, its quality has been approved of. pared, and all appertaining business executed.

The establishment being large, can execute orders with great promptitude, at reasonable prices, and the Boston

[Col. James F. Baldwin, Civil Engineer.]

quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

Col. J. M. Fessenden, "" Boston,

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45



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### Mansfield and Sandusky City Railroad.

will unquestionably be extended to Columbus, and probably connect with the Little Miami road at Xenia, or some other point; thus opening an easy communication from the lake to the Ohio river.

We have been looking to Cleveland, for action, upon the line of road between there and Sandusky City. It strikes us that this is their true policy.-Let them give their efforts to the completion of the road parallel with the lake, and which must be pushed through unless they are willing to have the great travel to the west in winter, and much in summer, from east of Buffalo, pass through Canada to Detroit—as they may rest assured that a road will be speedily constructed across the province from some point on the Niagara river or lake Ontario.

Will Mr. Higgins, or Mr. Williams, the engineer, please furnish us with a full description of the road-and trimmings-and let us know how and when they design to reach the Ohio river?

The Sandusky Clarion of 25th of July says:

"A few years ago a company was chartered to make a railroad from this place to Monroeville. The road was made, but not in a very substantial manner. There was a good deal of business done upon it, but at a heavy expense, as the transportation was done altogether by horse-power. The stock decreased in value, and the road was finally sold by the state for its lien, although it took stock to the amount of its claim, under the new charter. It was bought by a company, of which Mr. Burr Higgins, of this city, is the principal agent and manager. The charter was re-modeled, and was, with one or two other charters, merged in one, under the style then, perfect confidence has been felt, not only in sho in the speedy completion of the road, and in the liberal profits to be realized by the enterprizing stockholders, but in the great advantages to be derived by extending so valuable a work more than fifty miles into one of the most fertile portions of the state, hithhas shown that this confidence has not been ever near. misplaced. The great benefits anticipated are yet to be tested.

on Thursday we availed ourselves of an in-lder the care of such a man.

vitation extended to our citizens by the super-Thus we find one railroad after another, some intendent, to take a pleasure trip Monroeville, is a difficulty in particularizing; but Stearns shorter and some of greater length, coming into and it was indeed a pleasure trip. The new the baggage master at Lynn depot, must not use in different sections of the country. This road car has 28 double seats, with a passage run- be forgotten; well versed in the political conning the whole length between, which were dition of the country, as well as the arduous sit as comfortably as they could rest on their ready night or day, to render information to there were several open cars, which carried appreciate his services, while we know he the road will be completed."

### Railroad Management.

We find in the Salem Register, the following remarks in relation to the management of the Eastern to before; but now that the arrangements are railroad. It must be evident to those who will reflect one moment on the subject, that this is the true policy for every railroad company to adopt. Induce people to travel, to live along the line, to ride often by low fare, frequent trips and courteous treatment, then they are sure to make good dividends. This company has the proof in its own management for the past year. They have even with reduced fares earned over nine per cent on their capital. So with the Dublin and Kingston railway, of only 6 miles in length, costing £58,000 a mile, by a system inducing travel, by accommodating the people, they divided in 1844, 9 per cent. Let others profit by these facts.

"The Lynn travel, as well as those who wish to visit Nahant, the Ocean or Rocka-thirds of the distance from Boston to Salem; way house, and the Mineral spring, are not and when the whole distance shall be comonly accommodated, but Salem, Beverly, pleted, which we doubt not will be as soon Marblehead and Danvers, also, as well as as practicable, and cars run every hour, then that numerous class of passengers who come we shall see old Essex crowded with the indicated at the head of this article. Since into Boston in the best trains on other roads; merchants of Boston, not only paying tribute in short, everybody is pleased and accommo- to the stockholders but realizing the sanguine

> The present arrangement has been in operation long enough to realize its utility, it having already induced individuals to reside in Essex who would not otherwise have done so.

The mechanic, the trader and the gentleerto denied all advantages from public im- man of leisure, can reside in Essex and transtruction of the road is concerned, experience as in any part of Norfolk or Middlesex, how-

The cars leave Boston eight times daily and arrive as often from Lynn and Salem. There has been a very heavy expenditure with a promptness unequalled on any other at this place for a depot, being all built on road; and what is of as much importance as made land in the bay, extending from the shore into deep water. The walls of the tlemanly manner of the conductors, who seem buildings are up, and are, like the road, built to in the most substantial manner.

Some time ago a new locomotive, called the Comfort of the travelling public; and while Mr. Vanhorn is entitled to the confict the Mansfield, arrived, and has, for a few weeks past, been runing for purposes chiefly thanks of the patrons of the road for the connected with the construction of the road partons of the road for the connected with the construction of the road partons of the road for the detay on railroad iron; the other to a gentleman in Philadelphia, last January, upon connected with the construction of the road; promptness and cheerfulness with which he but not until now has the business of carrying attends to his duties as boatman. The boat passengers re-commenced, which was sus-under his management, is nothing more or pended during the re-construction of the less than a splendid saloon, as neat as a pin, on Wednesday a splendid new car, calculated for fifty-six passengers, manufactured by Hart, Higman & Co., of Utica, N.Y., arrived, and was placed upon the road, and on Thursday we availed curselyes of an in the less than a splendid saloon, as neat as a pin advantage we hope, to many.

New Cars.—The Harlem railroad company are entitled to the thanks of their tall passengers for habitative, arrived, and was placed upon the road, and on Thursday we availed curselyes of an in the less than a splendid saloon, as neat as a pin advantage we hope, to many.

New Cars.—The Harlem railroad company are entitled to the thanks of their tall passengers for habitative, and was placed upon the road, and on Thursday we availed curselyes of an in the less than a splendid saloon, as neat as a pin advantage we hope, to many.

New Cars.—The Harlem railroad company are entitled to the thanks of their tall passengers for habitative, and was placed upon the road, and on the splendid boat unfactory of Eaton & Gilbert, Troy, so high that one

In fact, there is so much to approbate, there nearly filled with ladies, where they could duties incumbent upon him, he is always own sofas in their own parlors. Besides this strangers. It is evident that the corporation as many more. Everything worked admira- has the confidence of the patrons of the road. bly; all, we believe, were highly gratified On the whole, from the president down throwith the trip, and all, we doubt not, unite in all the offices, there is a devotedness to the wishing prosperity to the enterprizing pro- wishes of the travelling public which has alprietors of this great improvement. By the ready met with a hearty approbation. The first of September, next, it is expected that reduction of fares has increased the revenue, and the facility rendered by the frequent trains meets not only the approbation of all, but an increase of patronage is the result.

These matters should have been attended right, we think the managers of the road are entitled to credit. It may be said they have done their duty and only that, and deserve no thanks from the public; but that is just the reason why they do deserve it.

Let the managers of this road hereafter keep up with public opinion, and the Eastern railroad will ever be the 'banner road,' without exception. The running of the trains should be changed quarterly, in order to give satisfaction; in that case there is little time to grumble, even should the arrangement be un popular.

Already we have a double track about two anticipations of the proprietors of the road."

Foreign Correspondence.

We are again under obligation to our liberal friend in London, for an interesting letter and for English Railway Journals of the latest dates by the Cambria, and probably in provements of any kind. So far as the con-sact business in Boston as conveniently, now charge of a passenger, to whom, as well as to the gentleman who sent them, we desire to express our thanks. They came late to hand or we should have given our readers the reading of them in this number. They are, however, none the less acceptable, as their contents will be found interesting and useful

> tleman in Philadelphia, last January, upon the subject of high fares on railroads, which we shall republish, in subsequent numbers, and both will be read with interest to all and

can stand erect, when he cannot find a seat.

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Paris and Rouen Preston and Wyre. Sheffield and Manchester. South Eastern. Faff Vale. Ulster. Yarmouth and Norwich. York and N. Mid, and Leed Stea NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot.	m and M m and M Num. of A shares.	. 84 . 19 . 19 . 88 . 30 . 25 . 201 . 28 . 28 . 30 . 25 . 201 . 28	1,440,00 830,00 1,150,00 2,996,00 519,1 187.5 1,062,50 Amount paid. 10	0 179,8 0 311.7 0 1,530,2 1 154,7 0 20,0 0 62,5 0 167,5 0 Div. p.c.	52 35 59 95 77 3,46 85 59 00 34 00 23 00 67	55,161 51,455 64,172 90,006 18,626 80,250 76,644 Preser price	31,247 4,191 11,895 40,993 8,509 5,401 27,132 27,132 Mon Melti	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of	0 16 ( 0 10 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0 15 ( 0	8 0 ( nihil. nihil. 6 2 2 ( 0 6 5 ( 0 5 1 8 nihil. 0 10 0 (	0 20 39 0 20 38 50 18 82 93 0 50 39 0 100 55 3 29 37 16 25 0 50 100 Num. of shares. 70 2,409 250	Whit F Bould Centr Lyons Orlea Paris Paris Paris Paris 1424 100 100	ehaven a rench some and al of Fr s and A ns, Tour and Ly and Orland Ro	and Ma AALWAY Amier rance vignon.rs & Bor ons leans Div.p.c. per ann. 70 10	Last price.	100,00 1,500,00 1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 Presen price.
Paris and Rouen Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Manchester. Paff Vale. Plster. Paff Vale. Plster. Parmouth and Norwich. Pork and N. Mid, and Leed  Steal NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company	Is and Selbom and Minum of A shares.  10,000 10,000 5,700 1	84 . 19 . 19 . 88 . 30 . 25 . 201 . 28 seells m't. of share.	1,440,00 830,00 1,150,00 2,996,00 465,00 519,1 187.5 1,062,50 ancous. Amount paid. 10 181 35	0 179,8 0 311.7 0 1,530,2 0 154,7 20,0 0 62,5 0 167,5 0 Div. p.c.	52 35 59 95 77 3,46 85 59 00 34 00 23 00 67 Cast price.	55,161 51,455 64,172 90,006 18,626 80,250 76,644 Preser price	31,247 4,191 11,895 40,993 8,509 5,401 27,132 27,132 Mon Melt	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME OI ghborou, imouthseton Mow sey and	0 16 ( 0 10 ( 1 0 ( 0 15 ( 2 10 ( 2 10 ( 2 m) F COMPA	8 0 0 nihil. nihil. 6 2 2 0 6 5 0 5 1 8 nihil. 010 0 0	20 39 20 38 50 18 82 93 70 100 55 39 37 16 25 100 2,409 250 500	White F Bould Centre Lyons Orlea Paris Paris Paris 100 100 100	ehaven a RENCH FORDER AND	And Marallway I Amier cance vignon leans uen piv.p.c. pef ann. 70 10 10 10	Last price. 1140 160	100,00 1,500,00 1,280,00 2,400,00 2,500,00 1,600,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00 1,400,00
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Paris and Rouen Preston and Wyre. Sheffield and Manchester. Fouth Eastern. Faff Vale Jister. Farmouth and Norwich. Fork and N. Mid, and Leed  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Jeneral hteam Navigation Et Western Steam Pa. Metropolitan Wood Pav. Patent Elastic Pav. Peninsular and Oriental. Ditto.	Is and Selb  m and M  Num. of Shares.  10,000 10,000 15,000 10,000 11,493	84 19 19 88 80 25 201 28 28 1seells m ² t. of share.	1,440,00 830,00 1,150,00 2,996,00 465,00 197,50 1,062,50 ancours. Amount paid. 10 181 35 14 100 6	0	52 35 59 95 77 3,46 85 00 34 00 67 23 00 67 2 34 2 25 6 1	55,161 51,455 64,172 90,006 18,626 30,250 76,644 Preser price 15‡	31,247 4,191 11,995 40,993 8,509 5,401 27,132 Mon Melt Mer- Mac Neat Oxfo Shro Shro	91,171 7,066 14,876 81,482 18,414 13,856 NAME Of ghborous amouths ton Mov sey and occlesfield th ord	0 16 ( 0 10 ( 1 0 ( 0 15 ( 2 10 ( 2 rown) F comp/ gh irwell	0 8 0 0 nihil. nihil. nihil. 6 2 2 0 0 5 1 5 1 6 nihil. 110 0 0	0 20 39 0 20 38 50 18 82 93 0 50 39 0 50 39 16 25 50 100 0 50 39 16 25 0 50 100 0 50 39 0 50 39 0 50 39 0 50 39 0 50 30 0	Whit F Bould Centr Lyon Orlea Paris Paris Paris 100 100 100 100 100 1331 125	ehaven a RENCH F ggme and al of Fr and A nor and Ly and Orland Ro Amount paid.    Amount paid.   142                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     .	and Ma AAILWAY I Amier I I Amier I I I I I I I I I I I I I I I I I I I	Last price. 1140 160 117 15 365 505 22 120 1123	100,0 1,500,0 1,280,0 2,400,0 2,000,0 2,500,0 1,600,0 1,400,0 Presel price 160 117 15 365 25 120 123
Paris and Rouen Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Wre. Preston and Manchester. Paff Vale. Preston and Norwich. Preston and Norw	Is and Selbom and Minum of Shares.  10,000 10,000 5,700 120,000 15,000 11,493 3,200	84 19 19 88 30 25 201 28 10 10 10 10 10 10 10 10 10 10	1,440,00 830,00 1,150,00 2,996,00 465,00 519,1 1,975' 1,062,50 ancous. Amount paid. 10 18½ 35 14 100 6 1 1 50 40	0	52 35 59 95 777 3,46 85 59 90 34 00 67 23 00 67 23 344 271 25 64 11 644	55,161 55,1455 54,172 90,006 18,626 80,250 76,644 Presen price 15‡	31,247 4,191 11,895 40,993 8,509 5,401 27,132 Loug Mon Mac Mac Mer Mac Neat Oxfo Shro Staff	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou, throughston Mowsey and clesfield the control of the control o	0 16 ( 0 10 ( 1 0 ( 0 15 ( 2 10 ( F COMPA  gh eire urvell  Loncon	8 0 (8 0 (8 0 (8 0 (8 0 (8 0 (8 0 (8 0	0 20 39 39 0 20 38 80 18 82 93 37 16 25 50 100 50 500 39 250 30 30 30 30 30 30 30 30 30 30 30 30 30	White F Bould Central Lyon Orlea Paris Paris Paris Paris 100 100 100 100 1331	ehaven a RENCH E GORDEN AND AND AND AND AND AND AND AND AND AN	and Ma AAILWAY I Amier Ance vignon.rs & Bor ons leans pliv.p.c. pet ann. 70 10 10 10 21 17 30 .21 6 71	Last price. 1140 160 117 15 365 505 925 120 123 480	100,0 1,500,0 1,280,0 2,400,0 2,000,0 1,600,0 1,400,0 Presel price 160 117 15 365 25 120 123 480
Paris and Rouen Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Manchester. Preston and Ma	Is and Selb m and Mi Num. of   A shares.   A 10,000 10,000 15,700   1 20,000 15,000 11,493 3,200 5,387   1	84 19 19 19 88 88 30 25 20 10 10 10 10 10 10 10 10 10 1	1,440,00 830,00 1,150,00 2,996,00 465,00 187,50 1,062,50 2,00 1,062,50 2,00 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50	00 179.8 00 179.8 00 311.7 01,530,2 01 154,70 20,00 01 62,55 00 167,50  Div. p. c. [ per ann.]  10  5 7 7 6 4 1   1	52 35 559 95 777 3,46 85 59 000 34 000 67 23 000 67 23 341 271 25 641	55,161 51,455 54,172 90,006 18,626 30,250 76,644 Preser price 151 27	31,247 4,191 11,891 40,993 8,509 5,401 27,132 Mon Melt Mec Mac Neat Oxfor Shro	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborous the condition Move sey and clesfield the crise too ford and wsbury.	0 16 ( 0 10 ( 1 0 ( 0 15 ( 2 10 ( F COMPA  Trwell.  Loncon.  al.  Worce	8 0 (8 0 (8 0 (8 0 (8 0 (8 0 (8 0 (8 0	0 20 39 39 39 30 20 38 82 93 30 50 39 100 55 31 6 25 50 100 25 50 25 50 24 7 1,786 21,418 500 800 700 550	White F Bould Centre Lyon Orlea Paris Paris Paris Paris 100 100 100 100 331 125 150 140 125	ehaven a RENCH FOR STANDARD TO THE PROPERTY OF	and Malailway I Amier ancevignon.s & Boronsuenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenvenven	Last price. 1140 160 117 15 365 505 25 120 123 480 230	100,0 1,500,0 1,280,0 2,400,0 2,500,0 1,600,0 1,400,0 160 117 15 365 25 120 123 480 230
Paris and Rouen Preston and Wyre. Sheffield and Manchester. Fouth Eastern. Faff Vale. Jister. Farmouth and Norwich. Fork and N. Mid, and Leed  Stea  NAME OF COMPANY.  Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company Jeneral hteam Navigation St Western Steam Pa. Metropolitan Wood Pav. Patent Elastic Pav. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet. South Western Steam.	Is and Selb Mand M Num. of A shares. 10,000 10,000 15,000 10,000 11,493 3,200 5,387 1 15,000 1	84 19 19 88 30 25 22 28 28 28 10 00 15	1,440,00 830,00 1,150,00 465,00 187,57 1,062,50 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	00 179.8 00 179.8 00 311.7 01,530,2 01 154,70 20,00 01 62,55 00 167,50  Div. p. c. [ per ann.]  10  5 7 7 6 4 1   1	52 35 59 95 777 3,46 85 59 90 34 00 67 23 00 67 23 344 271 25 64 11 644	55,161 55,1455 54,172 90,006 18,626 80,250 76,644 Presen price 15‡	31,247 4,191 11,895 40,993 8,509 5,401 27,132 27,132 Mon Melt Mac Neat Oxfo Shro Staff Stre	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Olighborous ton Mowsey and declesfield th	o 16 (  1 0 (  1 0 (  2 10 (  2 10 (  F COMPA  F COMPA  Irwell.  Loncon.	0 8 0 0 nihil. nihil. 6 2 2 0 0 5 1 5 1 6 nihil. 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 20 39 0 20 38 50 18 82 93 0 50 39 0 100 55 3 29 37 16 25 0 501 0 2,409 250 500 3,000 247 1,786 21,418 500 800 700 500 300 800 700	Whit F Bould Centr Lyon Orlea Paris Paris Paris 100 100 100 100 100 125 150 140 145	ehaven a RENCH F ggre and al of Fr s and A nor, Toui and Ly and Or and Ro A nor and Ly 142 100 100 100 100 100 100 125 150 140 125 145	and Ma AAILWAY I Amier Ance vignon.rs & Bor ons Poiv.p.c. pef ann. 70 10 10 10 10 10 17 30 -21 17 30 -21 17 18 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Last price. 1140 160 117 15 365 505 925 120 123 480	100,0 1,500,0 1,280,0 2,400,0 2,000,0 1,600,0 1,400,0 Prese price 160 117 15 365 25 120 123 480
Paris and Rouen Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Wyre. Preston and Manchester. Prestouth Eastern. Paff Vale. Prestouth and Norwich. Prestouth and National Leed  NAME OF COMPANY. Panglo Mexican Mint. Prestouth Australian Trust Company Peneral hteam Navigation Prestouth Western Steam Pa. Prestouth Elastic Pav. P	Is and Selbom and Minum of Shares.  10,000 10,000 15,000 11,493 3,200 5,3871 15,000 14,000 3,000	84 19 19 88 30 25 20 1 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,440,00 830,00 1,150,00 2,996,00 465,00 187,50 1,062,50 2,00 1,062,50 2,00 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50 1,062,50	00 179.8 00 179.8 00 311.7 01,530,2 01 154,70 20,00 01 62,55 00 167,50  Div. p. c. [ per ann.]  10  5 7 7 6 4 1   1	52 35 559 95 777 3,46 85 59 000 34 000 67 23 000 67 23 341 271 25 641	55,161 51,455 54,172 90,006 18,626 30,250 76,644 Preser price 151 27	31,247 4,191 11,893 8,509 5,401 27,132 Mon Melt Mac Neat Neat Straff Shree Stou Strow Stwa	91,171 7,066 14,876 81,482 18,414 13,856 55,752 NAME Of ghborou, throuthseton Mowsey and celesfield the certain or I poshire erise to cord and wsbury. rbridge udwater insea	0 16 ( 0 10 ( 1 0 ( 0 15 ( 2 10 ( F COMPA  Trwell  Loncon  Worce:	0 8 0 0 mihil. nihil. nihil. 6 2 2 0 6 5 0 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 20 39 39 0 20 38 82 93 0 50 39 0 100 55 6 29 37 16 25 50 100 240 250 3,000 247 1,786 21,418 500 800 700 500 300 200	Whit F Bould Centr Lyon Orlea Paris Paris Paris 100 100 100 100 100 125 150 140 145	ehaven a RENCH FOR STANDARD TO THE PROPERTY OF	and Ma AAILWAY I Amier	Last price. 1140 160 117 15 365 505 25 120 123 480 230 360	100,0 1,500,0 1,280,0 2,400,0 2,000,0 2,500,0 1,600,0 1,400,0 Prese price 160 117 15 365 25 120 123 480 230 360
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	AME		N STATI									
	STATE WORKS.	Length in miles	Cost.		Expend.	Income.	Expen	The 1	State Cana 7 feet wid	ils are all 4 fee e, and 80 to 90	feet in leng	the locks
Y.	1 Black river canal	. 35	1,524,96					The	six mill	ions paid to	the canal	fund fr
16 1	2 Cayuga and Seneca	. 21	237,00		10,953	24,618	14,443	auctio	n and sa	lt duties ar	e not inclu	ided in
	3 Champlain canal	. 64	1,251,60 684,60		10 14,486	116,739 14,385				st. The Ge nals require		
	5 Chenango	97	2,420,00		15,967							
	6 Crooked lake	8	156,77		61 3,674					interest of		
	7 Erie—enlargement of	363	12.648.85	2 1,880,31	6	1,200				when finis		
	& Genessee valley	. 120	3,739,00	0						lete these tw		
	9 52 miles opened, cost \$1,500,000			. 12,29	2 13,819	19,641				000, making		
1	10 Oneida lake	. 6	50,00			621		finishe	ed \$5,553	,000 and \$2,	409.000: a	n exper
1	1   Oswego	. 38	565,43	7 29,14	7 22,742	56,165	28,599	ture in	curred o	n estimated	incomes (a	dmitte
1. 1	12 Beaver division canal	. 25				7,381	5,386	be libe	eral,) of \$	39,000 and	\$14,000 re	spective
	13 Delaware canal					109,278	22,870			eipts from t		
1	14 French creek	45								were \$1,01		
	5 Seneca river towing path			6		381		164 32		e cost about		
1	16 Columbia railroad	82				443,336	205,067	Tibe	- magainta	for 1844 we		
1	17 Eastern division	36				179,781	138,915	Canal	tolls,			578,
1	19 Portage railroad	93		1				Dailno	ad talla			252,
5	Western division canal	1.0				331,102	240,943	Motiv	e power,		•	319,
5	21 North branch Susquehannah canal	72 3	,					Truck	· .			13,4
9	West " " "	72				101,949	57,633	of whi	ch \$585,	922 is from 1	118 miles o	f railro
io 2	23 Hocking canal	56	975,130	0 4,757		5,286	4,139	and \$	578,404 f	rom 550 mil	les of canal	l
2	24 Miami canal	85	1,660,749		0 38,826	77,844	22.22	'l'he	canals o	of Ohio are	supported	by a p
2	25 Miami extension	1105	2,856,636	8 20	1	12,723	14.741	perty t	tax of 51	mills on th	e dollar.	There
2	Miami northern division	35	322,000			0 13		1250 S 100	nies of ca	nai in ine S	state which	vielde
2	27 Muskingum	91	1,627,318		7	# 20 DOF	15,027	1843	\$471,623	and in 18	44 \$515,39	s, the c
2	28 Ohio	334	4,600,000		4 123,398	0.40 Pt .	119010	ISL Ja	n. 43 bei	ng 3810.0771	233. The	increas
2	29  Wabash	91	3,028,340	0 35,922	2 6,400	48,589	12,817	44 OV	er 4.5 is	Only 2845. 47	u inonga i	ne vear
3	30  Walhonding	25	607,269	9 838	8 39,005	1,977		counts	my than a	greater in ver before k	noun	agnout
3	31 Western road	31	255,013		4 1,782	8,747	2,929					- 11
. 3	32 Sundry works		. 11,000,000	0		• • • • • • • • • • • • • • • • • • • •	•••••			illions on su	unary work	s yield
3	Maume canal						•••••		e whatev	railroad yie	ilde aborre	G per es
ch 3	5 Central railroad	110		140.00	- CF 000	911 170	90.490	and is	the only	State work	the Erie	canal
3	66 Southern railroad	69	1,842,306	5 04.06	4 7,907	60 341	70,000	cented	-which	is able to st	and alone.	Constant
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	CANALS.	Length	1 .	1843 Incom			844. ome.	Div.	Value	~ 17	EMARKS.	0 0000
	· · ·	miles.	Cost.	Gross.			Nett.	cent.	stock.			
-	Blackstone									`		
1	Bald Eagle Navigation	25	400.000	0								
	Beaver and Sandy, (part)			0						We may, p	erhaps, at s	ome fut
	Charleston, (S. C.)								tin	ne be enable		he parti
	Chesapeake and Ohio	184	12,370,470	0 47.637					la	rs of all the		22
	Conestota	12	300,000						00	The Chesap		
1.	Delaware and Chesapeake	13	2 500 000	000 000	02 001	100 003	100 004	1		not yet co		
	Farmington	100	3,000,000	279,795 10	02,221	. 150,093	120,024			The enlarge		
1	James river and Kenhawa	•••••			• • • • • • • • • • • • • • • • • • • •					l canal has		
	Middlesex									The Morris		
		10							for	one million		
	Port Deposit											
	Port Deposit	43	2.900,000	99.623	53.327	. 131.491	84.455		of	its cost. It		uie pap
	Port Deposit	43	2,900,000	99,623					th	its cost. It	is said in enlarged.	We ha
	Port Deposit. Delaware and Raritan Southwark. Tide Water.	43	2,900,000	99,623					th:	its cost. It at it is to be en no report	is said in enlarged. , nor heard	We ha
	Port Deposit. Delaware and Raritan Southwark Tide Water. Union.	43 45 80	2,900,000 300,000 2,900,000 2,000,000	99,623					th:	its cost. It	is said in enlarged. , nor heard	We ha
	Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris.	43	2,900,000	99,623					th:	its cost. It at it is to be en no report	is said in enlarged. , nor heard	We ha
	Port Deposit. Delaware and Raritan Southwark Tide Water. Union.	43 45 80	2,900,000 300,000 2,900,000 2,000,000	99,623					th:	its cost. It at it is to be en no report	is said in enlarged. , nor heard	We ha
~	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.	43 45 80 101	2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623					28 this se po	its cost. It at it is to be en no report intment of :	is said in enlarged. , nor heard	We had of the er.
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~	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.	43 45 80 101 Length in miles.	2,900,000 300,000 2,900,000 1,000,000	age Length chambe	Size of loc of Width.	ks. Depth on mitre silt.	Width of	f canal.	28 Estimate	its cost. It at it is to be en no report intment of :  Expended to Sept. 1843.	is said in enlarged. In nor heard any engine	We had of the er.
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ain net road alop apid arre nwa uha hine	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. In trunk from Port Colborne to Port Dalhousi tion branch to Dunville for added d creek branch to Port Maitland below.  The St. Lawrence canal. ps and Port Cardinal d Plat. en's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids. ment of do.	43 45 80 101 Length Sin miles. e 28 d 21 1 1-2 4 11 1-2 d 11 1-4 8 1-2	2,900,000 300,000 2,900,000 2,000,000 1,000,000  No. of Lock in fe  31 328 1 6 1 6 1 6 2 7 2 11 1 1 3 1 7 48	age   Length   chambe   feet.   150   200   1-2   200   1-2   200   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2	Size of loc of width. feet. 26 1-2 45 45 45 45 45	bes. Depth on mitre sill.  feet. 8 1-2 8 1-2 9 9 9 9 9	Width of Bottom, s feet. 45 35 45 50 50 100 80	f canal. Surface. feet. 81 71 85 90 90 150 120	Estimate 3,948,57 672,49 865,37 1,190,08	Expended to sept. 1843. 22,485,572 21,665,663 7 275,426 400,000	is said in enlarged. i, nor heard any engine Incor 1843. 64,658	We had of the er.
ain net road alog apid arre nwa nine gen	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. a trunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below.  The St. Lawrence canal. ps and Port Cardinal. d Plat. en's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids ment of do.  Fotal from lake Eric to the sea	43 45 80 101 Length Sin miles. e 28 d 21 1 1-2 4 11 1-2 d 11 1-4 8 1-2	2,900,000 300,000 2,900,000 2,000,000 1,000,000 1,000,000   No. of Lock locks. in fe  31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57  525	age Length chamber feet. 150 150 200 1-2 200 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 2	Size of loc of Width.  Feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45	ks. Depth on mitre sill.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 9	Width of Bottom, is feet. 45 35 45 50 50 100 80 80	f canal. Surface feet. 81 71 85 90 90 150 120	Estimate 3,948,57 672,49 865,37 1,190,08 old canal 1,001,33:	Expended to Sept. 1843. 2 2,485,572	is said in enlarged. , nor heard any engine  Incor 1843. 64,658	We had of the er.
ain net road alog apid arre nwa nine gen	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. In trunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below.  The St. Lawrence canal. ps and Port Cardinal. d Plat. en's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roae, do. Lachine rapids. ment of do.  Fotal from lake Erie to the sea.	43 45 80 101 Length Sin miles. e 28 d 21 1 1-2 4 11 1-2 d 11 1-4 8 1-2	2,900,000 300,000 2,900,000 2,000,000 1,000,000  No. of Lock in fe  31 328 1 6 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	age   Length   chambe   feet.   150   200   1-2   200   1-2   200   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2	Size of loc of Width.  Feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45	bes. Depth on mitre sill.  feet. 8 1-2 8 1-2 9 9 9 9 9	Width of Bottom, s feet. 45 35 45 50 50 100 80	f canal. Surface. feet. 81 71 85 90 90 150 120	Estimate 3,948,57 672,49 865,37 1,190,08 old canal 1,001,333	Expended to sept. 1843. 22,485,572	is said in enlarged. i, nor heard any engine Incor 1843. 64,658	We had of the er.
ain net road alog apid arre nwa uha hine	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. In trunk from Port Colborne to Port Dalhousition branch to Dunville for added below.  The St. Lawrence canal. In	43 45 80 101 Length Sin miles. e 28 d 21 1 1-2 2 4 11 1-2 d 11 1-4 8 1-2 12 66	2,900,000 300,000 2,900,000 1,000,000 1,000,000	age   Length   chambe   feet.   150   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   200   1-2   200   200   1-2   200   200   1-2   200   200   1-2   200   200   1-2   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	Size of loc of Width.  Feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45	ks. Depth on mitre sill.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1	Width of Bottom, is feet. 45 35 45 50 50 100 80 80	f canal. Surface.  feet. 81 71 85 90 90 150 120	Estimate 3,948,57 672,49 865,37 1,190,08 old canal 1,001,33: 200,000 Div.   Va	Expended to sept. 1843. 2 2,485,572 2 1,665,663 7 275,426 400,000 440,000 lace	is said in enlarged. , nor heard any engine  Incor 1843. 64,658	We had of the er.
lain inet road alog apid arre nwa uha hine	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. In trunk from Port Colborne to Port Dalhousi tion branch to Dunville not added creek branch to Port Maitland below.  The St. Lawrence canal. ps and Port Cardinal de Plat. en's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids. ment of do.  Total from lake Erie to the sea.	43	2,900,000 300,000 2,900,000 2,000,000 1,000,000 1,000,000  No. of Lock in fe  31 328 1 6 1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74 in Counts	age   Length   chambe   150   150   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200   1-2   200	Size of loc of Width.  feet. 26 1-2 45 45 45 45 45 45 45 655 45 883 1843. Income.	ks. Depth on mitre sill.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 6 Div. per cent.	Width of Bottom, s feet. 45 35 45 50 50 100 80 80 1844 Incom	f canal. Surface.  feet. 81 71 85 90 90 150 120	Estimate 3,948,57 672,49 865,37 1,190,08 old canal 1;001,33: 200,000 Div. Va	Expended to sept. 1843. 22,485,572 21,665,663 400,000 64,439 440,000	is said in enlarged. , nor heard any engine  Incor 1843. 64,658	We had of the ser.
lain inet road alog apid arre nwa uha hine	Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. In trunk from Port Colborne to Port Dalhousition branch to Dunville for added below.  The St. Lawrence canal. In	Length   Sin miles	2,900,000 300,000 2,900,000 1,000,000 1,000,000	age Length chamber 150 150 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 200 1-2 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2 120 1-2	Size of loc of Width.  Feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 55 45  Width.  Research Resea	ks. Depth on mitre sill.  feet. 8 1-2 8 1-2 9 9 9 9 9 9 6 Div. per cent.	Width of Bottom, s feet. 45 35 45 50 50 100 80 80 1844 Incom	f canal. Surface.  feet. 81 71 85 90 90 150 120 120	Estimate 3,948,57  672,49 865,37 1,190,08 old canal 1,001,33 200,000  Div. verent. ver	Expended to sept. 1843. 22,485,572 21,665,663 400,000 64,439 440,000	is said in enlarged. , nor heard any engine  Incor 1843. 64,658	We had of the ser.

					- 1 mg	Daid	1	049	· Dans	16	144	aftine.	Previ-		ES.
	RAILROADS.	Length in miles.	Cost.	Loans	Number	on hare	Inc	S43. come.	Div. per cent.	Inc	M4. ome.   Nett.	Div. per cent	ous prices	July Shares.	16.
Me.	1 Portland, Saco and Portsmouth	50	1.200.000	debts.	shares.		89.997		-	131,404	_		1031	1	1034
N. H.	2 Concord	:5	750,000									12	65		
Mass.	3 Boston and Maine	56 17 1-	1,485,46	unfin.			178,745	68,499	6	233,101	86,401	6	117	8	1142
66	5 Boston and Lowell	26		dilli.				144,000		316,909	147,615	8	120	4	11 1
66	6 Boston and Providence	41		none.	18,600			110,823	6		156,109		114	54	i
66	7 Boston and Worcester	14 21		not stated				162,000 17,500		17,737	195,163	13	1201	34	
**	9 Charlestown branch		. 280,260	)					13	34,654	13,971	51	1121		80 -
	10 Eastern	54 50		justopn'd				140,595	6	337,238 42,759	227,920 26,835		113‡ 124	275	1081
66	12 Nashua and Lowell	14 1-		)			84,079		8	94,588	34,944	10	123		
	13 New Bedford and Taunton	20	430,969				50,671	24,000	6	64,998	24,000	6			••••
	14 Northampton and Springfield 15 Norwich and Worcester	59	172,88.		16,535		162,336	24,871		230,674	99,464	3	711	3,355	711
44	16 Old Colony		87,84	unfin.							1		106		
**	17 Stoughton branch	11	63,073 250,000					20,000	8	96.687	20,000	8	118		
66	19 Vermont and Massachusetts														
14	20 West Stockbridge	3 156	41,510	200 1,686,202	30,000			284,432			130 670	3	101	• 90	1021
66	22 Worcester branch to Milbury		8,431											1.20	1023
66	23 Housatonic, (10 months,)	74	1,244,123										31		
	24 Hartford and New Haven	38 25 1-	1,100,000 2 600,000		10,000							6	95	25	93
66	26 Stonington, (year ending 1st Sept.,)	48 -	2,600,000				113,889			154.724	79,845		29	625	281
	27 Attica and Buffalo	31 78	330,211		11.000	100	45,896	7,522 112,000		73,248	48,033 152,007		1091	10	109
66 2	29 Auburn and Syracuse	26	1,796,34: 766,657		14,000					96,738	52,544	6	116	10	
66 3	Buffalo and Niagara	22	200,000		1,500			1					100	1 000	
100	31 Erie, (446 miles,)	53						48.000		126,020	59 075		29	1,325	30
. 3	33 Harlem	26								140,685	62,399		691	170	691
10	Hudson and Berkshire	31 96	575,61 1,610,221		29,846	50				35,029 153,456			71	7,380	691
" 3	6 Mohawk and Hudson	17	1,317,893		10,000	100	69,948	58,780		79,804			581	1,500	001
	7 Saratoga and Schenectady	22 20 1-	303,658				42,242								
" 3	8 Schenectady and Troy	53		none.	16.000	621	28,043 163,701		• • • •	32,646 192,061			117		
" 4	O Tonnawanda	43	727.332				76,227			114,177					
" 4	1 Troy and Greenbush2 Troy and Saratoga	6 25	180,000		• • • • • • • • • • • • • • • • • • • •		44 325	21,000		38.502	9.971	21			••••
" 4	3 Utica and Schenectady	78	2.168,165	none.	20,000	100	277,164	180,000	9	331 939	199'094	R	132	20	132
N. J. 4	4 Camden and Amboy	61	3,200,000				682,832	383,880		784,191	404,956		112		
14	16 New Jersey	34	2.000,000										95	100	951
" 4	Paterson	16	500,000									6	90	1,225	88
Pa. 4	8 Beaver Meadow	26 46													
" 5	O Harrisburg and Lancaster	36	860,000										30		
13	Hazleton branch	10 29	120,000				•••••		••••				• • • • • • • • • • • • • • • • • • • •		••••
" 5	3 Blossburg and Corning	40										••••			
" 5	Mauch Chunk		100,000												
. 15	5 Minehill and Schuylkill Haven* 6 Norristown	18 20	315,000			• • • • •			12			••••	80 61		
" 5	7 Philadelphia and Trenton	30	400,000										104		
" 5	8 Pottsville and Danville	29 1-9 94	1,500,000				.,		• • • •	507 612	249 511			0.220	-221
" 6	Schuylkill valley	10	9,457,570										58	2,330	57
" 16	I Williamsport and Elmira	25	400,000				20.000								
Del.	2 Philadelphia and Baltimore	93 16	4,400,000				43,043	200,000	••••	••••••	210,000	••••	15‡	11,831	
Md. 6	Haltimore and Ohio, (1st Oct.)	188	7,623,600				575,235	279,402		658,620	346,946		491	37	48
"	55 Baltimore and Susquehanna	58 38	3,000,000		• • • • • • • •		177 993	71,691	• • • •	010 130	104 500		24		
Va. 6	7 Greensville and Roanoke	18	284,433	37.544	2.000	100				25.368	6 074		84 28		
" 6	Petersburg	63	969,880	63,000	7.690	100				122.871	72,898	3	77		
" 7	O Richmond, Fredericksb'g and Potomac*	76	800.000					• • • • • • •		185 943	85 688	6			
. 7	I Richmond and Petersburg *!	22 1-9	700.000								•••••				
V. C. 7	Winchester and Potomac	32	500,000 1,360,000		• • • • • •			•••••	••••	• • • • • •	• • • • • •	• • • •			
. 17	4 Wilmington and Raleigh *11	161	1,800,000												
	5 South Carolina	136 66	5,671,452	• • • • • • • • • • • • • • • • • • • •	34,410	~-				532.871	140,196	5			
Ga. 7	7 Central	190	5,671,452 2,581,723				227,532	77,456 93,190						•••••	
. 17	8 Georgia	147 1-2	2.650.000				240.0201	158.2071		248 0961	147 593	1			
K.v. 8	O'Lexington and Ohio	89 40	450 (114)	170,000		100			••••	35,000	15,000	• • • •	•••••		• • • •
Uhio 8	Little Miami	40	400,000												
88 IC	CONTROL PIECE	40 .	152 000												
Ind. 8	10 3 4 - 32 1 v 1:	56	212,000				1								

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL.

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### Thursday, August 7, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 25,675 tons, and by canal 7,029 14, making 32,705 11 tons for the

There was transported over the Reading railroad during July, 404,565 tons of coal. Present freights \$1 10 from Scuylkill Haven, \$1 20 from Pottsville. BY RAILROAD.

From Pottsville and Port Carbon-total	203.589
From Schuylkill Haven-total	183,289
From Port Clinton—total	7,575
Total by railroad	207 254

Total by railroad	397,354
From Pottsville and Port Carbon—total From Schuylkill Haven—total tons From Port Clinton	18.745
Total by canal	110,937

Total by railroad and canal	.508,292
Total shipments from Mauch, Chunk.	Lehigh

LEHIGH C	OAL TRAD	E.	
Total shipments from coal and navigation co.	Mauch,	Chunk.	Lehigh
Summit mines, -	-	94,517	
Room run do., -		33,288-	127,805
Beaver Meadow railroad		co.,	40,752
From Penn Haven—Har	zleton coa	l co.,	33,420
From Rock Port-Buck	Mountair	a coal co.,	

From Penn Haven—Hazleton coal co.,	33.420
From Penn Haven—Hazleton coal co., From Rock Port—Buck Mountain coal co.,	10,084
The second secon	
	212,061
WYOMING COAL TRADE—total	74 972
PINE GROVE COAL TRADE.—total	33.6491
MINEHILL AND SCHUYLKILL HAVEN RAIL	LROAD-
total tons	222.865
MOUNT CARBON RAILROAD-total tons	138.512
MILL CREEK RAILROAD—total	.28,339

### Railroads at the North.

[Miners' Journal.

The railroad movements in the northern states appear to gain strength and impetus from each other. When the people on one of the proposed lines begin Saratoga sprigsn, Whitehall and Rutland to thus to agitate the subject, those on another line are sure to "fire up" and dash ahead with renewed energy; and this is sure to bring into the field those interested in a third. This appears to be especially the case on those lines in New England, contemplated from rio, and the whole west much nearer to them. The the Atlantic to Canada, and is becoming also true in exhibited statistics of this road show great in-York, designed to draw the trade of the west from who have other objects in view besides the dividends of operations. lake Ontario.

In New England there is, to begin east, the Portland and Montreal road; next in order, a continua- Syracuse, which enjoys the great advantage of dis-

Bellows Falls Vt., and then up the valley of the Connecticut, to White river and there connect with the road to Burlington. Here we have four lines a part of the way, all pointing towards Canada, and all looking for at least a part of their support from the great west, via lake Ontario and the St. Lawrence.

To many persons, it will doubtless appear absurd to predict that all these lines will be built; but to us it appears as plain as that two and two make four, and simply for the reason that the people along their lines cannot afford to do without them-they will be obliged to build them in self difence; therefore they would be built even if they would not pay 3 per cent on their cost. If built by the people along their lines and at their terminations, and never pay over one per cent it will be a good investment; or in other words, the property along the lines and at the terminations, would be enhanced in value, by the roads to an amount greater than the cost of the roads; therefore the people would be gainers by the operation, even if the shareholders never received a penny dividend: vet there would, in such an event, be a loss to the shareholders, as there are always some, and indeed many, who are willing to be benefitted by public works, but never to aid in their construction. Fortunately, however, in these cases, or at least in the three last, there is business enough now along the line of each to insure a dividend of over 7 per cent from their completion, without taking into the account the natural increase of business created by the road, or what may be drawn over them by extensions and latterals; and as for the other, from Portland to Montreal its through business will pay a fair dividend, without its way, which will certainly be considerable and increasing.

But these are not all, there is another, a continuation of the Fitchburg road to Brattleboro, and from there to Bellows Falls, or to Rutland or both, and to Burlington. Of the construction of this road to Bellows Falls there can be no doubt; but there appears of late to be less certainty of its reaching Rutland, though we consider it as certain as either of the others, and for the reason that the Bostonians are determined to compete with New York for the business of northern Vermont, Canada and the west, by means of railroads; and the distance from the Connecticut river to Rutland, or even to Whitehall is not so great, nor the route so difficult as to deter them from stretching out an arm in that direction, especially when so much may be gained by the operation. The Boston people will not nor will the western Vermonters, rest easy until this road is constructed. When this is done-yes, and before that period-there will be another road completed from opening an easy communication to Albany. much for New England; then comes the road from Champlain to Ogdensburg, to be built mainly by Boston capital; this road brings lake Ontaon their stock. The Rome and Cape Vincent railroad is the next in order; and then the Oswego and corner of New Hampshire by the way of Keene, to some one favor us with an answer. number.

### Railways in Belgium.

The second article on the railroads and other modes of communication in Belgium, by Geo. C. Schaeffer, from Poussin's recent interesting work on Belgium, will be found in this number of the Journal. The Belgian government appears to have undertaken their works methodically and to have prosecuted them with equal energy and success. Reference is made by the author, to a "break" in use on the inclined plane at Liege, invented by M. Leignel, which has been very successful in preventing accidents in working that plain; and the plan of forming embankments on wet soils, by which slides are prevented, is also spoken of as successful and meritorious, but no details, or definite description, is given in relation to either, which we much regret, as real improvements in such important parts of the railway system will be valuable in this country as well as in Belgium. We therefore hope that Major Poussin will favor us with such details for the Journal as will enable our readers to avail themselves of their peculiar advantages.

THANKS TO THE OSWEGO DAILY AD-VERTISER for its prompt response to our request to receive that spirited paper in exchange, as well as for its very favorable notice of the Journal. It has been our aim for thirteen years past, and we hope it may for as many years to come, to make the Journal useful to the cause in aid of which it was established; and our greatest source of regret has been, and now is, that when there was so much to be done, our limited ability and means have enabled us to do so little .-The period however, has now arrived when, with the liberal aid of the press throughout the country, and of the profession which has charge of the construction and management of, as well as the much more numerous class interested as shareholders in, the railroads constructed and projected, it may accomplish more than it has heretofore been able, and thus promote the interest of all, the public as well as those more directly interested; but to accomplish this it must be circulated more extensively and read more generally, which is most sure to follow when thus favorably noticed by the press. We therefore thank the editor for past favors and trust he may find cause to repeat to his readers his recommendation for them to become ours. We assure him and others that the Railroad Journal shall be made useful to the cause just in proportion as its increasing patronage furrelation to those lines projected in the state of New ducements to capitalists and especially to those nishes us with the means to enlarge its field

### Lawrence's Rosendale Hydraulic Cement.

We would direct the attention of our readers to tion of the northern line from Concord, N. H., up tance—a short line to construct—to connect with a the advertisement of this article in our columns. the valley of the Merrimack to Haverhill, and thence long line now in use, with great facilities for busi- Several beautiful specimens or tests of it have been probably, up the valley of the Connecticut and the ness. Such are the movements east and north; but left at our office, accompanied by a statement from Passumpsic; and then comes the road from the same what, can any one tell us, in relation to the move- an experienced officer of the U.S. engineer corps, point, Concord to Lebanon, Montpelier and Burling- ments in this city, and south of it? What in New who has used it many years on our fortifications, ton; the fourth line will pass through the south west Jersey, Pennsylvania and in all the south? Will from which we shall make extracts in our next

### The Railroads of Belgium.

merly of the U.S.E.

BY G. C. SCHAEFFER, C. B.

For the American Railroad Journal.

communication previously existing in Belgium, ren. adopted for about 21 miles. The shortest curves are ders the history of the introduction of the railroad 400 metres (about 1,330 feet) radius, and there are system a matter of much interest. We shall there- but few of them. fore at some length develope the views of our author, at the same time introducing such observations as may serve to render them more practically useful to ward, towards the Rhine, however, required numerthe American reader.

The creation of the railroad system of Belgium not only dates from the revolution of 1830 but was in fact the first national act after that event. It must be remembered that the existing modes of communication were in a measure but part of those of Holland and that the independence of Belgium deprived her of many of the advantages resulting from that connection. Moreover she must not only retrieve this loss, but place herself in a condition to rival those very works upon which she had formerly depended. The great principle at once laid down by her most distinguished statesmen, was the preservation of her national individuality. Another and very important subject, was the occupation of the heads and hands of a people just emerged from a revolution. These and other considerations lead to the examination of a route from Antwerp to the the greatest obstacles arose from the wet soil, but Rhine near Cologne, with the object of affording a new mouth to the Rhine and a means of competing with Holland in the traffic from Germany. These examinations led to the draught of a law which was discussed by the chambers and senate, and passed by large majorities on the 1st of May, 1834. The terms of the law are as follows: the state shall establish a gives us no further particulars of the process. railroad, having for its central point Malines (Mechlin) running eastward toward the frontiers of Prussia, by way of Louvain, Liege and Verviers; Northwardly to Antwerp; eastwardly to Ostend, by way a foundation of sand and gravel; the rails, 52 lbs. Brussels and the frontiers of France, passing through long, 1 foot wide at bottom, and 6 inches thick. The Hainault.

No sooner had the bill passed than the work was commenced, and by May 1835, the line from Brussels to Malines 121 miles long, was opened. A travel of 60 to 80,000 had been counted on, but the first year 400,000 persons passed over the road. The next year the line from Malines to Antwerp 151 miles long, was opened; and before 1837, 872,000 persons had travelled on the two sections between Antwerp tion in all cases equal to the importance of the works and Brussels.

In May, 1837, a new bill passed by the chambers provided for the extension of the national railroad from Ghent to the frontiers of France, by way of Tournay and Courtray, and a branch from Brussels, by Braine-le-Comte and Charleroy to Namur. During this year the amount of road completed was 89 miles; in 1838 the length of line in operation was 148 miles; in 1839, 192 miles; in 1840, 206 miles; in 1811, 234 miles; in 1842, 271 miles; and in 1843, the entire line of national road was completed, being in all 347 miles.

Thus, in less than nine years, was a work executed by the state, which would not at the present time terested in the subject, we give it a place in the Jour-miles per hour, for fuel and wear and tear have been finished by private enterprize, as none but nal, with the single remark, that we should like to both of road and machinery, increases in a the more profitable portions would have been select- receive a well written article on the same subject greater ratio than the speed. It is, therefore, ed-while the state showed an equal or greater anx- every week, until the road shall be completed to Al- on account of safety and economy that workiety for the completion of the less profitable, but bany. more necessary parts of the line.

With a notice of the other modes of Internal Commu-ABLE WORKS .- The location of the Belgian rail- you doing to insure the commencement, progress nication-translated and abridged from "La Bel- roads is in general very good-the grades and curves and completion of the work? You are losing valgique et les Belges," by Major G. T. Poussin, for- being such that the engines draw without difficulty uable time. You should have your hosts marshal-

The grades do not exceed 5 to 1000, about 261 ft, The admirable character of the means of internal per mile, except near Verviers, where 8 to 1000 was

The surface of the country generally presents but few difficulties; the continuation of the line eastous and costly works, of which the most important is the inclined plane at Liege, which descends to the valley of the Meuse, 366 feet, by a grade of 3 to 100. The author speaks with approbation of the break in use on this plane, invented by M. Leignel, which has prevented all accident. On the same section of this plane is the bridge of Val Benoit, 604 feet long, and 50 feet wide, with a carriage and foot

The most remarkable portions of this division of the line are, however, those along the Vesder, where, sometimes by tunnel and sometimes by open work, by short curves and a succession of grades not exceeding 6 to 1000, a speedy transit is insured to the to Namuralso presented difficulties, but less than those just referred to. Upon other parts of the line more ingenious than the mode of embankment for common in wet soils. Unfortunately our author

Durability and economy, rather than ornament, are the characteristics of the works,

Mode of Construction.—The road is laid upon

The oak cross-pieces have been used since 1841; their price in 1844 was 5 francs 28c., or about one dollar each.

Our author gives to the Belgian engineers credit for professional knowledge and practical applicaentrusted to their care.

(To be continued.)

### New York and Albany ailroad.

We have received a copy of the Poughkeepsie Telegraph. We should like to know who sent it. Was it the editor? We have not seen a Poughkeepsie paper before in an age. Will he send another? It contains the following letter from John Childe, Esq., in relation to the rival routes between New York and Albany. From the date it appears to have been written for a specific purpose and may have accomplished the object for which it was designed; as it the train to leave the track. The expenses, has however been sent us by some one probably in- also, of running loaded trains faster than 25

CHARACTER OF THE LINES AND THE MORE REMARK- we would ask the gentlemen interested, what are immense loads at high velocities, and at a moderate led and in the field, or you will allow one of the best charters in the country to die an unnatural death. Look to it.

Springfield, April 19, 1845.

Dear Sir:-The people of this country have been so much entertained by the introduction of railways and the use of steam power thereon, and have been so constantly engrossed with the enjoyment of this novel and improved mode of communication both for business and pleasure, that they have scarcely noticed, until very recently, the wide difference between one railway and another, and, now, but little regard is paid, by those most experienced in railway affairs, to the means of making others more durable and efficient than the best of those already constructed. Indeed, there are enlightened men who are still advocates of undulating surface roads, because they can be cheaply built; and a railroad is too great a matter with such speculative and superficial reasoners to allow them to look beyond present success to its heaviest loads. The branch from Brain-le-Comte permanent character as a labor saving machine. The true principle is, to build a railway as you would a steam engine, a printing press, a power loom or a spinning jenny; these the inhabitants of Flanders have long been ac- the main object being, not to construct a cheap customed to meet and to conquer with equal skill machine, but one that will accomplish the and economy. Nothing can be more simple and greatest amount of labor in the least time, and with the smallest expenditure of power. preventing the slipping of soft banks, which are so In entering upon the great enterprize of constructing a railway from New York to Albany, this principle is of paramount importance and cannot be better illustrated than by showing the practical operation of a railway with locomotive steam power. In the works of nature there are lines of beauty; so in of Termond, Ghent and Bruges; Southwardly to to the yard, are laid upon oak cross-pleces, 81 feet railways there are lines of excellence, to wit: straight lines of location, horizontal gradients width of the track is one metre and a half, or near- and a strong unyielding iron rail. All these ly five feet—the distance between the tracks about 6 qualities, I know, cannot be found combined in any one route; yet every railway should be made to approximate as nearly to perfection in these particulars as the character of the country will permit, or the commercial importance of the route justify.

> Assuming an average speed of 33 miles per hour, including stoppages, which shall be maintained with economy and safety, the road should be laid free from the action of frost, and contain no curve whose radius is less than 1800 feet. Over a road thus laid, expresses may be run 40 miles per hour or even faster, but regular trains, heavily loaded with passengers, at this high speed, are greatly exposed to the risk of breaking wheels and axles, the consequences of which are as fatal as would result from running off the track; for any such breakage must inevitably cause ing speeds higher than 30 to 33 miles per While we are upon the subject of this road, hour must always be regarded as inexpedient.

ries with the gradients of the road approximately as follows:

I	oad on a level	.420	tons.
	" on an ascent of 10 feet per mile	.280	
	"·····································	208	66
	<b>""30"</b>	154	66
	"	135	
	"	. 114	
	" " 60	- 98	
	""	86	66
	<b>""80"</b>	76	**

The load of any engine, heavy or light, will vary in like proportion; that is, the load for any given engine, on a level, will require two engines of equal power on gradients of 20 feet per mile,

3 1-10 do on gradients of 40 feet per mile. 

Of the two routes from New York to Albany on the east side of the river, that in the interior connecting with the Albany and West Stockbridge toad at Chatham, presents maximum gradients of 40 feet per mile; the other, on the bank of the river, reported 17 feet per mile, but I doubt not may be constructed, with some tunnelling, not to exceed 5 or 10 feet per mile at any place, and generally a dead level. A 15 ton engine will haul 93; tons greater load over the latter than over the former. With more powerful engines this difference will be increased,-With one that will haul 853 tons on a level, it is equal to 178 tons; with one of the heaviest class, that will haul 1000 tons on a level, it is equal to 214 tons. Now the cost of traction on a road of large traffic, is nearly in proportion to the power expended; and is, over 17 and 40 feet gradients as 100 to 164; or 2ths cheaper on the river route than by the interior route.

But in case a line can be located on the river bank with gradients not to exceed 5 ft. per mile; the comparison of cost of traction over the two routes will be as 100 to 249 in favor of the river route; or, in other words, two engines on the river route will haul as many tons of merchandize and passengers between New York and Albany, as five en-for an average speed of of 33 miles per hour. gines of equal power could by the interior; The risk to life and machinery from this and the time of transit on the former will be cause (at such times beyond control) cannot

two hours less than on the latter. other hand, four of the principal roads in ning faster than is practised on the best En-some £15 or £20 on the bare mention of it,

and "Boston and Providence," whose aggre- economy and safety. and road-bed repairs in 1844, an average of and Albany. \$563 per mile: the average speed of passenger trains being from 20 to 24 miles per hour. To increase the average speed with (if it were possible) equal safety to 30 and 33 miles per hour, would require extra labor to the amount of at least \$150 per mile, making a total per mile per annum \$713-or \$513 per mile more than for a road laid free from frost. This sum 150 times repeated between New York and Albany will give an annual extra charge of

\$76,950 The repair and wear and tear of engines and cars on a smooth, level road, free from the action of frost, will be annually \$100 per mile less than is now occasioned by undulating and uneven roads. This into 150 15,000

The annual depreciation of a 75 lb. rail, resting on unyielding supports, and on gradients under 17 feet per mile, avoiding thereby the temptation of using larger engines than the rail can safely bear, will be \$100 less per mile than on the four roads befor mentioned, which are chiefly fitted with 56 lb rails. \$100 into 150 miles gives.....

Total saved on repairs and depreciation..... he interest at 6 per cent, on \$1,-500,000, the extra cost of laying 150 miles of double track free from frost, is.....

90,000 less \$16,950 than

15,000

\$106,950 per an

\$91,950

the amount saved on repairs and depreciation.

But there are seasons, when the frost is etting in and throwing out of the ground, that no possible amount of human labor can keep the ordinary road surface even and safe be fully estimated. Finally, the cost of trac-The present cost of constructing a single tion on the river route, if laid with a heavy track, with an iron rail 75 lbs. to the yard, iron rail, free from frost, with maximum gra-(80 lbs. would be better,) counting iron at dients 17 to 5 feet per mile, will be 40 to 150 \$80 per ton, and laid in the same manner as per cent. less than on the interior. This sathe best New England roads, on a gravel ving of expense will amount to a large sum road-bed, will not be far from \$13,000 per during a year, varying only with the amount is like to be a good one for both parties. mile. The cost of the same weight of rail of business done. And when considered in laid on stone supports, free from the action of connection with all other superior capabilifrost, with red cedar or kyanized oak cross ties of the river route to get business and do ties, raised above the ground and connected it promptly at low rates, both summer and between the rails and stone supports, will winter, it seems to be an insult to human sanot exceed \$18,000 per mile for a single gacity to suppose that the river route could track, or \$5,000 per mile more than the orbid be left unimproved, and the interior one chodinary mode. The annual cost to repair sen. In England railways cost 3 to 6 times double tracks and road-bed laid in this man-more per mile than with us, where the frost ner (for 50 years) cannot exceed \$200 per penetrates the earth three time deeper than mile; and as the top of the rails will be 10 there; and chiefly to secure easy curves, low

The effective power of a 15 ton engine va- Massachusetts, viz :—the "Western," "Bos- glish roads, without expending one half as with the gradients of the road approxi- ton and Worcester," "Boston and Lowell," much in construction to produce permanent There is room for imgate length is 276 miles, (more than one-provement in these matters; and no where half being single track,) have cost for track of half the importance as between New York

Very respectfully and truly, I am yours, JOHN CHILDE.

Low Fares and High Speed for Passengers. It is stated in Herapath's Journal that Mr. Hudson, the great railway manager, who has been obtaining leases of several important railways for the purpose of establishing uniformity of management and affording the greatest possible accommodation to the public, and consequently the most profit to the shareholders, has been exceedingly fortunate in his operations. It is said that "if Mr. Hudson had lived about two centuries ago, in all probability he would have been burnt for a wizzard, or have passed for one who had discovered the philosopher's stone.-Scarcely a thing he touches but turns up a trump, and no one, two or three centuries since, could have done that without being considered as having dealings with the governor of the lower regions."

When he took the "Hull and Selby, with an offer to pay 10 per cent, those who had known the line from its origin thought him insane, or wildly bent on wresting, at any cost, an ordinary thing from the hands of his rivals;" yet according to his figures at the meeting on Saturday, it appears that the lessees will not lose by the bargain, such has been the increase of traffic:

The same result appears to have followed his obtaining the control of the Bristol and Birmingham, composed of the Birmingham and Gloucester and the Bristol and Gloucester roads, wich were deemed by their friends "children of hopeless fortunes," yet when Mr. Ellis, Mr. Hudson's coadjutor, undertook to pay 6 per cent. rent for this pair of promise-nothings, most of the railway world thought that success had turned their brains. Here, however, as in other cases, fortune seems to smile upon them and the bargain

And so with the Great North of England, another proof of his great foresight, or great good fortune. "Three per cent, for the last half year was considered a very good dividend, says Herapath, and to our knowledge many of the shareholders were delighted with The shares then stood at about £135, which the public thought their full value.mile; and as the top of the rails will be 10 there; and chiefly to secure easy curves, low line should be in the hands of Mr. Hudson bed, the trouble and expense of clearing changeable road support. Yet with more for public convenience, who had the lines them of snow will be very light. On the difficulties to contend with, we talk of run north and south of it, up sprung the shares

and now they are actually about £250. then thought 7 per cent, would be a fair price for it, looking prospectively forward to an increase. But to our astonishment, Mr. Hudson comes forward and gives 10 per cent. by which we and others thought he would lose some £20,000 a year. We are, however, in a fair way of being deceived. As if the success of the line had been kept back until in Mr. Hudson's power, the traffic which has been crawling along at some £1,500 per, week, is now risen to £2,200."

The foregoing, as a preliminary to show what, if not who Mr. Hudson is, brings us to the subject indicated by the caption of this article, viz. that low fares and high speed for passengers, tend to increase the profits of well managed railroads, especially on long lines. Such at least appears to be the opinion of Mr. Hudson, who has had, probably, in the management of railroads, more experience than any other man living, if we may judge from the statements of Herapath, who says, "to get out of the line all it is capable of affording, and at the same time to increase the accommodation to the public, Mr. Hudson has adopted the wise policy, from the 1st inst., of sending a third class train of 1d. per mile fare all the way from London to Newcastle in one day, a distance of 303 miles.-We have little doubt but, like the London and Birmingham reduction of fares, this will result in an increase of their profits."

Who can doubt the wisdom of the policy, as well for railroad companies as for others, dependent upon the good will or necessities of the public, which shows a disposition not only to render service for a stipulated consideration, but also to render it in an acceptable manner and as much service for the consideration as can be safely done. If the service is rendered, yet in a gruff, uncourteous manner, the companies will be employed when the service cannot be dispensed with, but never from good feeling; whereas if it had been rendered in a manner which evinced a desire to oblige and at the same time to do as much as possible for the consideration, it would be the means of making friends daily, and of course, of increasing business and profits .-If this theory be correct, there are those within our knowledge, in this country, who would profit by its adoption.

We find in the money article of the Phil. Ledger of 1st inst. the following refference to the late rivalry between the Wilmington and Baltimore railroad and the Chesapeake and Delaware canal co. It is time that these ruinous rivalries between railways and canals were put an end to. Let them avoid rivalries ruinous to themselves, as well as combinations which are unjust to the public, and charge fair, living and profit giving rates that all those who invest and those who use, may be benefited by their construction,-

we hope to see it adopted by the Reading the friends of this road. The above is from railroad, and Schuylkill canal companies.—the Toronto Globe. The railroad can now afford to be magnanimous, even though it has been traduced and reviled especially by Philadelphians, who, like all others that use the Anthracite coal of Pennsylvania, owe it a debt of gratitude for reducing the price of coal at least \$1 per ton since July 1843. "The Initiatory steps to a reconcilement of the suicidal rivalry existing between this road and the canal Company have been taken, and showed themselves in an announcement by the railroad Company yesterday, of a rise in the charge of freights from 5 to 40 cents per ton. The tendency of this rise will give all the freighting to the line of Ericson propellers through the canal; and it is presumed that the canal, in return, will so regulate the speed of the steamboats through the canal as to drive all the passengers over the railroad. Thus a division of the business between this city and Baltimore will be effected, and on such terms as will result to the advantage of both railroad and canal."

Oswego and Syracuse Railroad.—We understand that about \$80,000 of the stock of this road, has been taken in Oswego-\$40, 000 at Syracuse, and some \$12 or \$15,000 An amount, it is believed suffielsewhere. cient to insure the construction of the work.

It is said that Messrs. Belknap and Co. have offered to build the road, and take their pay one half in the stock of the Company; year from the time of commencing operations. Their high character as builders of the Fitchburgh railroad, is an assurance that they will perform any contract they may enter into.

Toronto and Lake Huron Railroad Company.-We announced two weeks ago the election of the directors of this company .-A special meeting of the board was held on Canada. Saturday last, when the following resolutions were passed, settling the long vexed question of the terminus, in favor of Port Sarnia.

1st. That the line of road shall commence at Toronto and terminate at or near Port Sarnia.

2nd. That Frederick Widder, Esq., be appointed the accredited agent of the company, to proceed to England to advocate the line of road adopted, to procure stock to be taken up, and in general to further the interests of the company-and, lastly that an instalment be called in of ten per cent. on the capital stock subscribed.

The prospectus will be issued immediately. Action, Action, Action-One of the first towards promoting the undertaking.

We This is and has always been our advice, and requisites, for success appears to characterize

Fitchburgh Railroad.—This company have divided 4 per cent, from the business of the last six months. Contracts have been made for the extension of the road to Athol. to be completed in little over a year. The competition was active, and the contracts have consequently been made on favorable

An efficient corps of engineers says the Northampton Gazette of 29th July, will be put to this route between Northampton and Greenfield this week, under the direction of Capt. Childe, to make a final examination and location of the road. Of course, as soon as this is done, the road will be advertised for contract.

Eastern Railroad .- Mr. William S Tuckerman, has been chosen treasurer of the Eastern railroad corporation, vice B. T. Read; resigned.

Rome and Cape Vincent Railroad. We find in the Watertown (Jesserson county) Journal the proceedings of a large meeting in relation to a railroad from Rome, Oneida county, to Cape Vincent, on lake Ontario. This will, when constructed, open a new route to, and a competitor with, the Ogdensburgh and Champlain road for the Canada and western trade. We give the proceedings, in part, of the meeting—omitting the letter from Wm. S. Brown, Esq., C. E., for the present—that our readers may be aware of the movements in every direction for immediate action in relation to important lines of railroad. We look upon the numerous movements on this subject, when made in and agree to have it ready for the iron in one relation to necessary, or important, lines, with much pleasure, always, and admire the enterprize and energy of the people-except when we have the city of New York in our mind's eye! But, thank heaven, New York must soon act in self-defenceas well might the attempt be made to resist the tide of emigration westward as for the city of New York to attempt to retain her relative position without a railroad to Albany and to LAKE ERIE. This movement, it will be seen, is in unison with the people of

"At a large and very spirited meeting, held at the American, Tuesday evening, July 22d, J. L. Goldsmid, Esq., was called to the chair, and Chas. McGiven appointed secre-

On motion, Joseph Mullin, Sam'l Buckley and Edmund Kirby were appointed a committee to draft resolutions; and during their absence Hon. L. H. Brown addressed the assemblage on the subject of the proposed railroad from Rome to Cape Vincent, stating its advantages in a very forcible manner.

Hon. Orville Hungerford then gave an account of the meeting of the delegates from Kingston and Jefferson countie, at Cape Vincent, and described the spirit that prevailed among the gentlemen from Canada to be a guarantee that they would do all their duty

ving the following, which was adopted:

Whereas, a delegation of fifteen gentle-

enterprize; therefore,

Resolved, That a committee of fifteen be mercial emporiums." appointed to meet the delegation from Lyme meeting — by appointing sub-committees, The government seems disposed to encourage its whose duty it shall be to visit the route and own people and to develope its vast resources by the east—to arrange with the commissioners every means in its power. the time and terms upon which the books reasonable things to procure the speedy building of the road.

ted to appoint said committee; who nomi-

nated:

Wm. Smith, L. Paddock, Adriel Ely, H. W. Woodruff, I. H. Fisk. Daniel Lee, Eli John L. Goldsmid, Wm. H. Angel, Sam'l

were added.

Wells, Solon Massey, and Frederick Cof-

The committee were directed to meet the following morning, at 8 o'clock.

The committee on resolutions reported the following, which were adopted:

thoroughfares passing through the centre of and construction of locomotives and machi-

or country can a road be so cheaply con-neers have commenced their rivalry with

benefits resulting be so great.

would prove a good investment for capital.

labor.

Mr. Wm. Dewey being called upon made afford every reason to expect the speedy con-structed under the direction of M. Clapeyron, men from the town of Lyme has arrived to roads reaching to the northern valley of the their compactness.

Not only are the French people largely engaged to-morrow morning; and that they be di-in the construction of railroads, but also in the ma-rected to take such measures as they may nufacture of railroad machinery, as will be seen deem expedient to promote the objects of the from the annexed extract from the Mining Journal.

Construction of Locomotives in France. shall be opened—to disseminate information, In consequence of the number of railways call public meetings, and do all proper and now constructing in France, traversing from one end of the country to the other, the spirit of competition has been aroused with the On motion, John F. Hutchinson, O. Hungerford, and N. M. Woodruff were delegater of the speculators in railways from Paris erto, the speculators in railways from Paris to Rouen, Orleans, St. Etienne, Montpellier, etc., have been under the necessity of obtaining their engines from England-the same on board the numerous steam-vessels that have Farewell, Hiram Merrill, Reuben Goodale, of late years been constructed in the different dockyards of Calais, Havre, Brest, Cherburg. Buckley, Jas. Mullin, Clark Rice, and John La Rochelle, Rochefort, Nantes, etc., which were also imported from Birmingham, Man-On motion, the pominating committee chester, Liverpool, or Glasgow. The large supply of iron mines in nearly every direc-The delegation from Lyme were, Smith tion of France, with the extensive seams of Bartlett, Jesse Carrier, Z. Converse, S. Forsyth, J. DuVillard, T. Peugnet, H. Crevolin, J. T. Ainsworth, F. A. Folger, J. Fellows, D. J. Schuyler, Wm. Carlisle, Isaac tion, much less for exportation, has induced the French ironmasters and engineers to try how far they can compete against the English manufacturers of machinery, as iron is from 15 to 20 per cent. cheaper on the continent. For several years past, some of the first machinists and workmen from Eng-Resolved, That the interests of Jefferson land have, at high wages and constant emcounty imperiously demand the construction ployment, been induced to introduce their inof a railroad from Cape Vincent to the great dustry, and initiate the French in the art nery in general. Some of the most extensive Resolved, That in no section of our state continental iron proprietors and civil engistructed as here, and in no quarter would the England by the constructing of workshops, wealth, and its abundant water power, are than one-third less in price. Those of Creusot passengers, engine and cars could not pass it. bors are awake to the importance of a rail- Paris, by Amiens, Arris, Lille, Tournay, to and consequently it was necessary to leave way communication with the Atlantic; and the Belgian frontier, which have been con- the mail and passengers' baggage behind.—

a few remarks upon the greatly increasing struction of a road from Kingston to Toron- the chief engineer of that line; he was forinterest felt in this project, and closed by mo- to, and thence to some point on the Detroit ri- merly chief engineer of the Paris, St. Gerver—then the Cape Vincent route to Rome will form the connecting link between rail-troads reaching to the northern valley of the their compactness. The directors of the consult with the citizens of this village, as to Mississippi and the Atlantic cities, over Parisand Rouen railway, who are well versed the proper measures to forward the railroad which, at all seasons, the rich products of the in engineering economy, were the first to great west will find their way to the commer-erect their own workshops on an extensive scale, under the superintendence of Mr. Buddicom, an experienced English mechanist, and who has constructed some of the finest engines, quite equal to any imported from England, and more simple and light. This resolution of the Rouen proprietors has raised the spirit of competition and economy on other lines, as they now find that they have their own resources at hand without resorting to their rivals on the other side of the chan-The Paris and Orleans company are constructing some vast premises also for the making of their own engines, carriages, wagons, trucks, rails, etc., so that they may be quite independent of England. This system will be generally adopted throughout France; every line will construct their own materials instead of importing from Great Britain, as most experienced English workmen are to be met with in nearly every manufactory in the country. The immense sums now subscribing in England, for the laying down of lines from Bologna, Amiens, Paris, St. Quentin, Orleans, Tours, Brest, Havre, Lyons, Avignon, Marseiles, Bordeaux, Strasbourg, and every part of the kingdom, from north to south, east to west, will be the means of giving employment to thousands, raising her commerce, not only mineral and agricultural, but also greatly improving her manufactureswhilst not a franc of it scarcely will be expended out of France, which the mania for speculation of money-making John Bull, will rise to the greatest pitch of prosperity.

> A railroad from Pittsfield, on the Western railroad, to North Adams, is to be built, arrangements having been made to have the stock taken up—certain parties guaranteeing six per cent for ten years.

> The officers and hands employed on the Reading railroad have forwarded \$350, in aid of the safferers by the Pittsburgh fire.

Accident on the Norwich and Worcester forges, etc., on a large scale, under the super- railroad.—The Long Island train which ar-Resolved, That from our vicinity to the intendence of Englishmen, among whom rived in this city last evening, was delayed Canadian provinces, whose intercourse with may be mentioned Messrs. Schneider (of by an accident which happened to the outour Atlantic cities, as well as with Europe, Creusot,) Meyer (of Mulhausen,) Cave, Ste- ward bound freight train, in Oxford, about 6 must be carried on through this county, it is helin (of Bittchwiller.) and Andrew Koechlin. miles beyond Worcester, a short time previabsolutely certain that the proposed road E. Cave has constructed several engines ously to the arrival of the steamboat train at which competant judges affirm equal to those that place. The freight train ran off from Resolved that the resources of our county, of the celebrated Stephenson, Sharp and the track, and the fireman was unfortunately consisting of its large and increasing popula- Roberts, or those from Rirmingham, Manitis fertile soil—its immense mineral chester, Liverpool, or Glasgow, and at more and so occupied by the freight train, that the such that we ought not, and we will not, be are particularly noticed for their elegance, longer without some better outlet than we simplicity, and durability; these have given now possess for the products of our soil and the enthusiastic spirit of enterprize to others. Very shortly the locomotives of Messrs. Hal-place to bring them forward. They arrived Resolved, That the movements now in lette, Derosne, Cail, and Cave, will be placed in this city about 9 o'clock. The baggage progress in Canada indicate that our neighbors are could not be brought forward,

We are indebted to Mr Tucker, the obliging

take effect from the 1st, day of August:
From river to lake, Coffee, Crockery in Crates, Giass and Glassware, Molasses, Sugar, Manufactured Tobacco, White Lead, and West-India Fruits, will pay \$1,25 on each 1000 pounds. The intermediate dis
gar, Manufactured Tobacco, White Lead, except Sunday, and arrives at Norwich at 91.

Fares are less when paid for tickets than when paid in the cars.

EMERSON FOOTE, Superintendent. tances are reduced censiderably, in no instance to pay over \$2 per 1000 lbs.

Merchandise, including dry goods, groceries, hardware, cutlery, crockery, glassware, 5 1-2, p.m.; leave Lowell at 74 and 11 a.m., 2 and and all articles not specified, from lake to river, 51 p.m. Fare 75 cents. \$2,50 per 1000 lbs. This is a large per centum reduction on through freight, the former

rate being \$3,50.

From lake to river, and from river to lake, the toll on beef, bacon, cotton in bales, fresh the toll on beef, bacon, cotton in bales, fresh ger trains run daily, Sundays excepted, in connecwater fish, pig and scrap iron, wrought and tion with the Boston and Lowell, and Nashua and cast iron, lard, machinery, mechanics' tools, nails, pork, pot and pearl ashes, saleratus, black and white salts, spikes, tallow, whiskey black and white salts, spikes, tallow, whiskey rives in Boston in season for passengers to take the and highwines, and wool, is \$1, on each 1000 railroad train to New York. Stages, on the arrival pounds. Hemp, 60 cents do.: pitch, tar, and rosin, 90 cents do.; tobacco, not manufactured, 60 cents do.; lead in pigs or bars, and shot, 60 cents from river to lake.

Linseed and corn oil, \$1,50 both ways Ohio lard oil, \$1,25 do.; with a reduction on intermediate distances. This reduction is carried to a variety of articles not enumerated above. A complete list will, we underat 7 and 9 a.m., and 11-2 and 51 p.m. These trains stand, be ready for distribution in a few days will stop for way passengers anywhere between to the collectors of tolls, and others interested—[Ohio State Invental] ted .- [Ohio State Journal.]

Break in the Canal.—A break in the Chenango canal, as we are informed, occured on the three mile level between the Chenango is 1-2 and 11 a.m. and 5 p.m.; leave Fitchburg at 7 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave 32 Concord for Charlestown at 7 a.m.; leave Waltham will suspend the pavioation for several days.

PASSENGER LINES FROM BOS-TON.

Portland, via Salem Newburyport, Portsmouth and

Boston and Maine railroad—Upper route.
Boston to Portland, via Charlestown, Wilmington,
Andover, North Andover, Haverhill, Exeter, Dover,
Somersworth, Berwick, Kennebunk, Saco, and
Scarborough. Passenger trains will run daily, Sun-Scarborough. Passenger trains will run daily, sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ and 6½ p.m.; leave Portland for Boston at 7½ a.m. and 3 p.m.

12 m., and Andover for Boston at 41 p.m.

Traverse streets.

Norwich and Worcester railroad.—Accomconductor of the train, for New York papers, modation trains, daily, except Sunday. Leave Normers as they contain.—[Boston Daily Adv.]

Tolls on the Ohio Canals.—The board of public works at its late session, made several the days of the original papers.

The board of public works at its late session, made several that the days of the original papers. The board of public works at its late session, made several train, via steamboat leaves Norwich for Worcester. very important changes in the rates of toll on the improvements of this state. Among the most important are the following, which take effect from the 1st, day of August:

From river to lake, Coffee, Crockery in the rate of toll and Springheid railroads. New York of Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. Long Island railroad, leaves Norwich about 34 p.m. for Worcester and Roston daily except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York train, via. 2 o'clock; leave Worcester for Norwich and New York at 54 p.m. daily, except Sundays. New York at 54 p.m. daily, except Sundays. New York at 54 p.m. daily, except Sundays. ter and Boston daily, except Sunday; leaves Worcester for Norwich and New York at 7‡ a.m. daily

Superintendent.

Boston and Lowell Railroad, Summer Ar rangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and

Nashua and Lowell Railroad.—Passenger trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 11 p.m. and 41 p.m.

Concord, and Nashua Railroad.-Passen-Lowell railroads, as follows: Leave Boston at 7 a.m., 11 a.m. and 5 1-2 p.m.; leave Concord at 42 a.m., 111 a.m. and 31 p.m. The second train arof the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the steamboat line to Montreal Stagestale viv from Hyrael Viv f treal. Stagestalso run from Haverhill to Stanstead and Montreal.

Woburn Branch Railroad .- Special trains

Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown Forks and Greene, on Saturday 122, which will suspend the navigation for several days.

A culvert was torn out, which it will require, leave Charlestown at 7 1-2 and 10 1-2 a.m., 41 p.m.. leave Charlestown for Waltham at 9 1-2 a.m., 3 it is supposed, about a week to rebuild.—

This champton Courier.

Boston and Worcester Railroad .- Sum-Fortland, via Salem Newburyport, Portsmouth and Saco. Trains leave daily, except Sundays. Boston for Portland 7½ a.m. and 2½ p.m.; Newburyport and Portsmouth 7½ a.m., 2 1-2, 5 1-2 p.m.; Salem for New York, by Norwich and steamer, 4 p.m.; day line for New York, by Long Island railroad, at 6 a.m.; for Boston and way staptions at 7 and 10 a.m., 4 1-2 p.m. Newton trains, 4½, 6½, 8½ p.m.

Boston and Maine railroad—Upper route.

Boston and Worcester Kaitroad.—Summer arrangement.—For Worcester and way stations at 7 and 10 a.m., 4 1-2 p.m.; for Mew York, by Long Island railroad, at 6 a.m.; for Boston and way staptions at 7 and 10 a.m., 4 1-2 p.m. Newton trains, 4½, 6½, 8½ p.m.

Boston and Maine railroad—Upper route. and 6 p.m.

Eng. and Sup't.

Fares are less at the ticket offices than in the cars. WM. PARKER, Sup't.

Boston and Providence Railroad .- Pas senger trains run as follows: For New York, night tys excepted, as follows, viz: Leave Boston for ortland at 7½ a.m. and 2½ p.m.; for Great Falls at ½ a.m., 2½, ¼½ p.m.; for Haverhill at 7½ a.m., 2½, ¼½ p.m.; for Haverhill at 7½ a.m., 2½, ¼½ days excepted, at 5 o'clock p.m.; accommodation trains leave Portland for Boston at 7½ a.m. and 2 p.m.; as special train will leave Boston for Andover at 2 m., and Andover for Boston at 4½ p.m.

The depot in Boston is at the corner of Canal and 'raverse streets,'

CHARLES MINOT,

Superintendent.

Superintendent.

Superintendent.

Western Railroad. - Summer arrangenent-Passenger trains leave daily, Sundays exment—Passenger trains leave daily, Sundays excepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6.3-4 a.m. and 2 1-2 p.m. for Boston; Springfield 7 a.m. and 1 p.m. for Albany; Springfield 7 a.m. and 1 1-2 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 7 1-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 p.m., lodge at Springfield or Hartford; leave Springfield at 91 a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 71-2 a.m., preceded at 1 or 41-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read,

agent, 27 State street, Boston.

JAMES BARNES. Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Railroads—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p. m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7; o'clock a.m. and 3‡ p.m.; leave Taunton for Boston and Provi-at 8‡ o'clock a.m. and 4‡ p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afsteamers for New York. Morning cars connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday. Wednesday and Friday.

W. A. CROCKER,
General Superintendent.

Fall river Branch Railroad. — Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 74 a.m. and 3 p.m.; trains leave Fall River for New Bed-

ford at 71 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them on-ward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton.

SAM'L H. P. LEE, Jr., 32 Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON,

Eng. and Sup't.

Eng. and Sup't.

Eng. and Sup't. Juniata rous; car axies, made of double refined fron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order a fit to those wheels is extraorted a prime.

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, ja45 N. E. cor. 12th and Market sts., Philad., Pa.

FOR SALE, AT A SACRIFICE - A LOCO-I motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, ter, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse " "

1 Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH. Founders and Machinists, May 12tf Alexandria, D. C. FROM PHILADELPHIA. PASSENGER LINES NORTH AND

By Railroad and Steamboat from Amboy. Leave For Cumberland, Hancock, Martinsburg, Harper's foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Trenton, Princeton, New New York, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.—Fare \$4.

For Mauch Chunk and Wilkesbarre.—
By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.

31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.
31 PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line leaves the

Wilmington Accommodation Line, leaves the Depot, 11th and Market sis. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 41 p.m. G H HUDDELL, Agent. 31

For Baltimore. By Newcastle & Frenchtown Railroad and Steamboat Line: Fare \$1. The
Steamboat Robert Morris, Capt. J. M. Douglass,
leaves Dock street wharf daily, except Sunday, at
3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.

G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Ma-

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 7½ am. The Night Line will leave as usual at 12 midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in the 7½ line. JACOB PETERS & CO. 31

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7t a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st.

A CUMMINGS, Agent.

South 3d S.

Susquehanna Line of Rail road Cars and Post Coaches.

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'-clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumber-land, Milton, Muncy, Williamtsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, under the White Swan Hotel.

S. STILES, Agent.

day at 12 m. and Charleston next morning at Fare through \$21.

For Philadelphia (Union Line,) via Chescastings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, and Newcastle and Frenchtown Railroad.—The well known steamboat Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Boolly's wharf, all ROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the Subscribers are ready

FROM BALTIMORE.

PASSENGER LINES SOUTH AND WEST.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the
Depot, corner of Broad and Cherry streets at 8 a.m.
Fare, \$3 50. Second class, \$3. To Reading \$2 25.
Second class \$1 90.

Title Lamberland \$7, and for intermediate distances at
the uniform rate of 4, cts. per mile. Through tickets are issued between Baltimore and Wheeling respectively, \$11. Between Baltimore and Pittsburg,
\$10. Between Philadelphia and Wheeling \$13.
31. J. D. FOLEY, Agent.

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order; D. J. FOLEY, Agent.

SUMMER ARRANGEMENT-FARE REDUCED.

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route.

This is the only line that carries the next with the color of the color. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will through ticket Soun. I nose who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimare to Richmond \$7.

Fast Mail Line .--Leave New York at 9 a.m. and russ Mau Lone.—Leave New York at 9 a.m. and arrive in Philadelphia at 3 p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 9½ p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C.. at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route. do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o' clock p.m. and arrive in Philadelphia at 10 p.m. arrive in Baltimore at 6 a.m.; arrive in Washington at 11 a.m. From Philadelphia by steambout.—
Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. 31 STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7. Fare through \$21.

Morning Train for Philadelphia.

The morning train leaves the depot, Pratt street

For Philadelphia, via York, Columbia and Lancaster, by the Baltimore and Susquehanna railroad. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3 50.

CEORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or rolled, from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served accord. ing to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron;
Straight Axles, for Outside Connection Engines;
Wro't, Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and year, effective ple and economical construction, and very effective Iron and Brass Castings of all descripions.t ja451v

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs, Davenport and Bridges, Cambridge-

port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, Reading, Pa. ja45

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small or ders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

### FROM NEW YORK.

New York and Harlem Rail-

road Company.

Leave City Hall for Yorkville, Harlem and Morrisania at 5.30; 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11 a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. William; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. William; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31

New York and Erie Rail | road Line.

For Middletown, Goshen, and intermediate places -Two daily lines each way, as follows:-For passengers—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 71 o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 41, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets

H. C. SEYMOUR, Superintendant. Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurts-boro, Monticello, Mt. Pleasant, Binghampton, Owe-

go, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

### PASSENGER LINES FOR THE

NORTH AND WEST.

Mensing Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Sag Harbor two Capt. A. Gorham, will leave New York, foot of from Brooklyn.

Barclay street, at 7 o'clock, A.M., every Tuesday, Baggage crat Thursday, and Saturday. The steamboat Niagara, Whitehall street Capt. DeGroot, leaves New York at 7 o'clock, A.M. trains, 30 minu Monday, Wednesday, and Friday.

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Passengers, on the arrival of the sealed in the splendid and commodious cars of the railroad to Boston and Albany; 8½, do., do., do.; 10½, do., Boston, without change of cars or baggage.

Boston, without change of cars or baggage.

31

Colock, A.M.; 9½ do., do., Leave Albany at 7½ o'clock, A.M.; 9½ do., do.; 12, M., or on arrival of the Boston train; 3, nesday, and Friday. This line leaves at 8 o'clock, D.M.; or on arrival of the Boston train.—

South ferry.

12

Passengers, on the arrival of the sealed in the splendid and commodious cars of the railroad to splendid and commodious cars of the railro

Troy, Balls'on, and Stratoga Railroad, -The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 33, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 34, P. M., daily.

1. R. SARGENT, Superintendent.

Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Pas-sage \$2, breakfast on board.—The Francis Saltus, Capt H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS, the captain on board.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall time for the above boat next morning.

PASSENGER LINE EASTWARD.

Brooklyn depot.—Boston train, 8\frac{1}{2}, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9\frac{1}{2}, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamalca, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12\frac{1}{2} o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train From Farmingdale depot: Accommodation train at 61, a.m., and 21, p.m., daily, for Brooklyn and

intermediate places.

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several M. trains, 30 minutes before the hour of starting from 31 the Brooklyn side.

the Brooklyn side.

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot farelay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, and Saturday. The steamboat South America, Capt. M. H. Trnesdell, will leave on Tuesday, Thursday, and Saturday. For passage or freight apply on board, or to P. C. SCHULTZ, At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Line, will leave on Monday, Wednesday, and Saturday. Steamboat Kniekerbocker, Capt. R. G. Crittenden, will leave on Tuesday, Thursday, and Saturday.

For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M. For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Package, Thursday, and Saturday.

For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, direct, at 7 o'clock, P.M., For Albany and Troy, di Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the toot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to

At the office on the wharf

At the office on the wharf

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednerdays, and Fridays.

Hossatonic Railroad; Bridgeport and New York,
—The steamboat Mutual Safety, Capt. J. B. Lober,
leaves New York, from the foot of Market street,
every morning, [Sundays excepted,] at 6 o'clock,
arriving in Bridgeport at 11 o'clock. Returning,
leave Bridgeport at 11, p.m., on the arrival of the
cars, arriving in New York at 51 o'clock. The
Nimrod, Capt. J. Brooks, Jr., leaves New York
daily, at 2, p.m., and Bridgeport 7. a.m. There are
no train of cars running in connection with any
boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line
of the road, or on board of the boat, will be charged
at advanced prices. Dated tickets positively taken
only on the day specified.

R. B. MASON,
31 Hoasalonic Railroad; Bridgeport and New York,

Superintendent,

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Rail-road Linc—Direct. Leaves New York daily, from the foot of Liberty street. Morning Line, 9 o'clock, A.M. Mail Pilot Line, 44 o'clock, P.M. Fare in first class cars, \$4. Second class cars, \$3.

Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad Line .- For Philadelphia And intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at \$\frac{1}{2}\$ o'clock A.M. Passengers will take the cars at South amboy. Fare to Philadelphia, \$3. Forward deck passengers, \$2 25. To Freehold and Monmouth, via. stages from Hightstown, \$1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffis, 12\frac{1}{2}\$ cents. The steamboat Independence will land at each of the above named places going and returning, leavents.

the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

New Jersey Railroad and

the ferry, \$65 per annum.

Paterson Railroad. Leave Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

11 For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, of departure. Office 75 Courtland street.

Morris and Essex Railroad. South ferry.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

It R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily.

From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent.

South ferry.

South ferry.

South ferry.

South ferry.

U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, and 54, m.m. Passengers by the morning train to Morristown, will arrive there at 10½ o'clock, where stone, will be in readiness to convey them to Schoology. Hartford and Springfield, Night line for New Hackey, for New Haven, for New Haven, for New Haven, for Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent. Leave New York, 8 a.m., 41 p.m.

# AMERICAN RAILROAD JOURNAL,

### AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 33.1

THURSDAY, AUGUST 14, 1845.

[WHOLE No. 476, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uucertakings Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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### ENGINEERS and MACHINISTS.

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ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPA-

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(See Adv.) THOMAS & EDMUND GEORGE, Philadelphia (See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

### KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass-cd several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

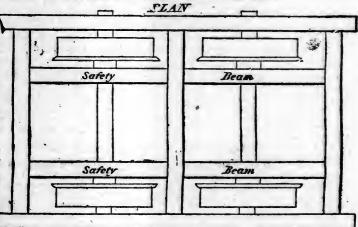
Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fulon this road, and experience has tested that they fuly accomplish the object intended. Several instances of the fracture of axles have occurred, and in
such the cars have uniformly run the whole distance
with entire safety. Had not this invention been
used, serious accidents must have occurred.

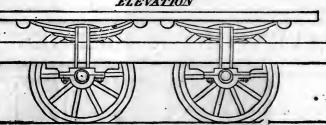
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property
and lives in railroad travelling, and should be used on all railroads in the country.

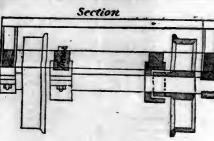
JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation
office, No. 1 Hanover st., N. York.



### ELEVATION





PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranttry, the manufacturers have no nestitation in warriant ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ja45

TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a jatent in the United States for his process of smelling Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

No. 4 Sout Fronth st., Philadelphia, Pa.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troubles 122 Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named -for which purpose they are found invaluable, as their adhesion is more than double any com-mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BURDEN, Agent. Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron mer-chans in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jan-viers, Baltimore; Degrand & Smith, Boston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

ja45

quality warranted. Address

JOAN F. WINSLOW, Agent,

j5a3 Albany Iron and Nail Works, Troy, N. Y.

### FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annovance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any heretotore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from gal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the diaught or activity of the fire in the furnace.

the engine by diminishing the drought or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad, W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Cong Island Railroad, Brooklyn. sident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitev. of this city, will be promptly executed. FRENCH & BAIRD. ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

e terms. Philadelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844. ja ble terms

PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quansities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

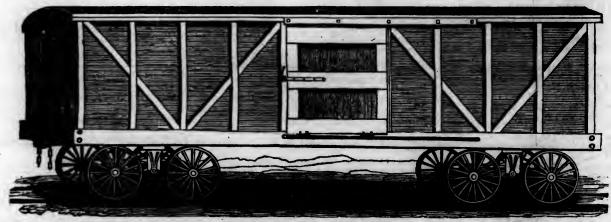
Address

Col. James F. Baldwin, Civil Engineer.

Boston, Col. James F. Baldwin, Civil Engineer.

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

### DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS-Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand
A. & G. RALSTON
ar. 20tf 4 South Front St., Philadelphia. Mar. 20tf

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any nattern and size with Axles fitted also with any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

USHMAN'S COMPOUND IRON RAILS. etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. -respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected w.u. their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

### PASCAL IRON WORKS.

### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets,

### PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at

Jennon's Run, Alleghany County, Maryland. WILLIAM YOUNG, jy451m President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable

to do any kind of work.
Pattern shop, 35x32 feet, with lathes, work bench-

Work shop, 86x35 feet, on the same floor with the

pattern snop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45; feet two stories high with a shed may 45x20 feet.

feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
ja46 Chuadelphia.

CYRUS ALGER & CO., South Boston Iron

#### NORRIS' LOCOMOTIVE WORKS.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 " 14... 11 " 3, 66 66 " × 20 2.6 . 6 144 121 . 66 × 20 44 66 66 66 66 4 66, : 16 7 " 66 44 × 20 - 66 5, 11 101 × 18 - " " 66 25 " 46 .

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for ils Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

plain Railroad.

We have had upon our table, for several days past, ful information in relation to the business operations of the northern part of the state of New York, lake Ontario and Canada-in connection with the railroad from Ogdensburgh to lake Champlain. The painphlet appears to have been prepared expressly for the Boston market, towards which city all favorable projects and meritorious enterprizes seem now to be attracted. The pamplet appears to have been prepared by Mr. J. G. Hopkins. It has been got up with great care, and will be likely to effect the object in view, viz. to draw the attention of Boston capitalists, and business men to the advantages which this road will be likely, in connection with ple who justly appreciate the amount of business which is sure, in a few years, to float upon lake Ontario. The boundless and fertile west will furnish an amount of produce, almost beyond ordinary com- has been twice carefully surveyed, at an ex- extended, of the incorporation of any injurious prehension; a large part of which must reach the Atlantic states, through the medium of the lakes, railroads and canals, and when once loaded into appointments from the governor of Newlake vessels it will be likely to seek that point near- York; once by Edwin F. Johnson, and again are presented as some convenience to those est to the place of its destination, and from whence by Edward H. Brodhead. The appropriait can be most cheaply and speedily transported before tion for the first survey did not admit of as course, it is hoped, will not form an opinion it will be unloaded. That designed for New York full an examination of other lines as was of their merits till they have fully examined will find an outlet at Oswego, either by the canal, deemed desirable, and a further survey was the grounds upon which they are based. or the railroad that is soon to be, while all that is destined for the interior of New England, much even limiting the expense. The line was again for Boston itself will be landed at Ogdensburgh, and surveyed, with all other routes deemed at all pass over the Northern railroad to lake Champlain, practicable for reaching lake Champlain. thence to Boston and throughout New England by

The length of the road is by one line surveyed 120 miles; and the highest grade 40 feet to the mile, and by the other line 1211 miles—the estimated cost of the first line is \$1,778,459—and of the other \$1,-923,108—but we advise them to fix their minds upon a road which shall not cost less than \$2,500,000 when in complete running order. Begin rightpersevere and then it will be sure to come out right.

We make a few extracts to show the business, and its annual increase on the N. Y. canals.

"The tonnage of products, sent to tide water on the N. Y. canals in 1844, was 1,019, 025 tons, valued at more than \$34,000,000, and that 176,737 tons of merchandize was sent from tide water on those canals in the same year. We have been moderate enough to claim for Boston only a small share of the increase of that trade, as has been seen, which render our road a very productive one.

at tide water from the west, by the Erie canal, is 161,031 tons per year, for the last ten lieved, in obtaining the land for the roadway. are agricultural products.

"The number of tons merchandize which ascended the New-York canals from tide drifts, and little interruption will ever arise water in 1844, was 135,616, and including from this source. The estimates do not incoal, &c., was 176,737, and the year previ-clude the cost of engines, cars, &c.; and if, ous, 143,595. If Boston should send over in addition to this expense, and for the purthe Ogdensburgh road 20,000 tons of mer-pose of furnishing the most ample accommochandize to the west, it would be but little dations for transporting so great an amount more more than half the mere increase of of freights as is expected to pass on the road,

a pamphlet containing much interesting and use- the goods of emigrants to the west and to sufficient to admit of much abatement on acbe extravagant to set down all this trade at cessary or desirable. 20,000 tons."

We give the following in relation to the character of the route, surveys and estimates of business upon the road, that our readers may have a better idea of the project. the Vermont railroad to Burlington, to afford them. some grains of allowance—not however as alteration except by the votes of two-thirds of We are well convinced that there are very few peo- over but rather as under estimated if we take all the members elected to each branch of the an average of 7 years from its completion.

> "THE COST OF CONSTRUCTION.—The route pense of more than thirty thousand dollars, by able and accomplished engineers, under ordered by the legislature in 1840, without The result confirmed the selection made by Mr. Johnson, with slight variations. The first survey made the line 119 miles from Ogdensburgh to Plattsburgh, and the highest grade 45 feet, with an estimated cost \$1,451, 805. Mr. Brodhead, having more time for examination, was enabled, by extending the line, to reduce the highest grade to 40 feet in the mile. He surveyed two routes for part of the distance, making the line 120 miles on one, with an estimated cost of construction \$1,778,459, and the other 1211 miles, to cost \$1,923,108.

An examination of the very able and full reports of the engineers, and the maps and profiles, must show satisfactorily that the surveys have been made with great care. And when the favorable character of the soil, (ascertained by frequent shafts,) and the uniformity of the surface, and the cheapness of materials, are considered, it will not excite surprise, when the opinion is expressed that the road may be finished with a substantial "The average increase of tonnage arriving freight track within the estimates. Very little expense will have to be incurred, it is beyears. Of this annual increase, 150,084 tons The route is also through a country of great uniformity of surface, and known there to be peculiarly free from deep snows and snowthe whole number of tons going on the cathe outlay of capital should be larger than passengers.—Average number of through nals from tide water, the last year, and less has been anticipated, it is believed that the passengers on 12 railroads in Zew

Northern, or Ogdensburgh and lake Cham- than the increase of the year previous. If we receipts will still afford a large profit upon include eastern manufactures, to which this the investment. It will be seen that the proroad would open a direct market in the west, fits resulting from the estimates made are Canada, and merchandize to the western count of errors, if any, in the estimates, either states and to Canada which will open some of cost of construction or of business, and also trade to Boston as will yet be seen, it cannot for reduction of prices of freight, if found ne-

> The charter extends fifty years, and is a liberal one, adopting that of the Attica and Buffalo company, whose road, built, it is believed, principally with Boston capital, has for some years been in successful operation. The It has been seen that the stockholders will be estimates in relation to the business which well protected in their priviliges by the prowill pass over the road should be taken with vision of the constitution, which prevents any legislature. Since this is the case, and absence is the same as a negative vote, there is little danger, where railroad interests are so principle on charters, already granted.

> > "The estimates are only intended as approximations towards the actual results, and who may investigate the subject, who of

Submitted in behalf of the Ogdensburgh Railroad Committee, G. HOPKINS.

JULY 15, 1845. Tons. ESTIMATES OF FREIGHTS .- Products of the western states, (not including New York,) say the mere increase of the quantity sent on New York canals from the western states the last year, and being only one quarter of the increase of the whole quantity, (including New York,) sent on the canals to tide water that year, (and believed to be a mere approximation of what it will be,) 51,649, say..... 50,000 Merchandize and eastern manufactures going to western states and Canada, (including goods of emigrants, and goods imported under the recent act of congress,) being less than the increase of merchandize that ascended the New York canals from tide water the last 20,000 From western New York .- Ground plaster, salt, flour, fruit, &c., going to lake Champlain and eastern states,..... 8,000 From northern New York.—Timber, saw-ed lumber, staves, shingles, &c., going to lake Champlain or beyond, estimated average for 10 years..... 50,000 Pig and bar iron, nails, stoves, castings, &c., products of iron mines, estimated ss on the road as soon as constructed, (and will probably be much more,).... 5,000 Pot and peal ashes, stone, marble, lime, water lime, glass, beef, pork, live cattle, butter, cheese, venison, poultry, &c., sent to market ..... 15,000

Merchandize, eastern manufactures, fish, goods of emigrants, &c., coming into New York, and salt, flour, plaster, from Ogdensburgh and other local and way freight to places on the road, ...

Tons, 158,000

1,0000

York, being all that were reported, and including the poorest, and most unprofitable roads in the state ..... Do. way passengers, (calling 4 equal to one through) 4) 28,894.

Profits.—63,535 passengers at \$2,50 per head, being only about 2 cents per mile, (low enough to induce thousands more to take this route).....

Transportation of the mails.... 158,000 tons freight at \$2,50 per ton, (much of it would bear higher, and ome going to the sea-board might have to be taken at lower rates).....

Average expense of repairs and running on the above 12 railroads in New York per mile is \$1290, which for 120

Net receipts \$403,987

Being over 20 per cent. on a capital of \$2,000,000, and 16 per cent. on \$2,500,000.

We should like to give the extracts entire from the letters of H. A. S. Deerbern, Esq., in relation to Ogdensburgh and that region of country, which accompany this exposition but a press of other matter prevents, yet we cannot omit the following, which show so clearly that the writer has a clear and far reaching view of the future for our favored coun-

OGDENSBURGH AND ITS ADVANTAGES.

Extracts from "Letters on the Internal Imlo, after visiting the different parts of the

"Ogdensburgh, says Gen. Dearborn, has, within the immediate surrounding country, of business and population of any between no faith in this "atmospheric" business.-Champlain, and the extension of the Black and flying-machines." River canal, &c.) but if completed, its rapid which are daily becoming of greater import kinson Esq., which are to the point with the general march of internal improve-

Oswegatchie has many tributary streams, had not opened the line, being fearful of the converting that canal into a railway. Steps which extend into the St. Lawrence, Jeffer-result of the experiment becoming known have been taken for the conversion of the son, Lewis, and Herkimer counties, and four The reason was, that all things were new, Ellesmere and Chester, and the late Birmingor five miles above Ogdensburgh, it receives and although they had proceeded at once to ham and Liverpool junction canals into railthe waters of Black lake, twenty-four miles make a contract for the pipes, etc., with one ways. The advantages which railways postong, navigated by steam and other boats, and of the first houses, yet they had been disapsess over canals of being available the entire thus becomes a means of communication with pointed in obtaining them, (from the cause year-in time of ice as well as of drought-

56,308 factories. 7,227

6,000 bit the wonderful influence which the Erit on the occasion of the arrival of the Great canal has already produced.

to the public works of this peculiarly favored half hour, then every quarter of an hour, state present. The prospective results, from and finally every ten minutes, and continued state present. The prospective results, from ly as relates to this rich section of country, conjunction with them, so that he consid-and its appendant regions, but to the whole ered that that showed that it would bear favorepublic. The magnificent revelation of rable comparison even with the locomotive. coming years will be such as no other age or nation has experienced. zation will exceed what now exists."

Atmospheric Railway.

The New Orleans Picayune has the followprovements and Commerce of the West, ing paragraph in relation to the Kingston by H. A. S. Dearborn," written at Buffa- and Dalkey—not "Dublin" Atmospheric Railway. "The trials of the atmospheric railway at Dublin have shown that a much greater quantity of fuel will be required than by the locomotive system. It is also found very difficult to remedy the leakage in the invaluable sources of wealth, which will ren-long valve which covers the slit in the upper der that town the most eminent for its extent surface of the pipe. From the first we had Montreal and Oswego, should neither of the The obvious physical difficulties in the way proposed channels of transportation be form- of its success are almost as clear as those ed, (alluding to the proposed railroad to lake which prevent communication by balloons

tanning establishments, machine and other ring the investigations that had been going on during the present session, nothing better "That there will be a canal or railroad had been shown against the system. from Ogdensburgh to lake Champlain, and that was said was, that what they had done that soon, is certain.

that was said was, that what they had done could not be done. They had been materi-"The numerous natural and artificial lines ally assisted by the valuable testimony of Mr. of communication, which I have attempted. Gibbon, the engineer of the Kingstown and but very imperfectly, to describe, and which Dalkey line, who had given evidence that concentre in the valley of the Hudson, exhi even as late as last Sunday week, he believed Britain, 5,000 persons passed over the line. "What an exciting and glorious spectacle They began first by running trains every the mighty causes which are and soon will throughout the day without the slightest irbe in full action, are far beyond what the regularity, though they lost two or three of most gifted prescience can predict, not mere the locomotive trains which was acting in

There is too much truth in the following We have been remark of Mr. Wilkinson, in relation to new wrapt in wonder at the astonishing exhibition propositions, or systems. The real merits which genius, intelligence, and industry, have are not sought for, but "public opinion" is, presented in our day; but the next generation and too often as popular opinion sets so goes will look back upon what has been done and the press, instead of investigating the matter, is doing, with an amazement which will be ascertaining as near as possible the truth, as much greater as the extent of population and then enlightning public opinion. "He, and its advancement in all the arts of civili-Mr. Wilkinson, would caution them generally not to be misled by its being stated, as he had no doubt it would be, when they opened, that the system had failed, because, being new, they had almost the whole of the press against them. The press was so, being the representatives of public opinion—and the public being generally against them, because they mostly had an interest in the locomotive, and it was feared that this principle would interfere with some vested interest. He advised them, therefore, to be patient, and trust to their talented engineer for the result."

The first portion of the Croyden Atmospheric line, Mr. Cubitt stated would be ready either the end of this month, or the first week in August.

Canals turning into Railways.—The plau-Such however are not the conclusions of sible project says the Ledger, of running a rise in the commercial prosperity and conse-those who have the immediate charge of the railroad along the line of our canals between quence is beyond all doubt. The harbor is working operations of that line. We find, this city and Pittsburg, in connection with excellent, and may easily be rendered more in the proceedings of a special meeting of the Columbia and Portage railroads, thus capacious and secure at but little expense, the London and Croyden Atmospheric Rail-connecting the two cities by an iron band and compared with the business which will there way Co., held on 4th. July ult., the follow-reducing the time of travel between them two be concentrated in the progress of events ing remarks, by the chairman W. W. Wil-thirds is not without similar examples in Europe. The London Times of the 2d ult. has "It had peen industriously circulated that a notice of a meeting in London of the prothey (the Croyden directors) had misgivings prietors of the Kennet and Avon canal, at "The town is situated on the St. Law as to the success of the atmospheric princi- which it was unanimously resolved to take rence, at the mouth of the Oswegatchie. The ple, and that that was the reason why they measures to ascertain the practicability of a large tract of the country. Below the junc he had stated) so soon as was expected; but and the greater expedition with which distion are two rapids, and a very considerable he had every hope that they would be enaturated as the kind of the river, furnishing bled to open before the end of July. Nothmost valuable hydraulic powers, that are alling had happened whatever to shake their freight and passengers, likely to find favor in ready used to a considerable extent, there be confidence in the success of the system, and this country, or, indeed, anywhere. We have, ing two large flour, two grist, and two saw he was surprised—perhaps he had no right seen the last canal, of any magnitude that mills, three foundries, extensive distilling and to say surprised—he was astonished that du-will ever be constructed in the United States.

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nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 50 3,200 50 5,387 100 15,000 100	181 35 14 100 6 1 50 40	10 22 5 6 5 1 7 64 	2	Melto Mers Maco Neatl Oxfor Reger Shrop Some Staffor Stour	mouthsei on Mowh ey and I clesfield. hnts or Lo oshire erset coal ord and wsbury	ore		2,40 25 3,00 24 1,78 21,41 50 80 . 70	9 100 0 100 0 100 0 100 7 100 6 100 8 331 0 125 0 150 0 140	100 100 1 0 100 100 100 334 125 150	10 10 10 21 17 30 21 6 71	15 365 505 25 120 123 480	11 36 2 12 12 48 23
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 50 3,200 50  5,387 100 15,000 100 4,000 25	184 35 14 100 6 1 50 40	10 22 5 6 5 1 7 64 7 - 6 41 100	2 14 27 5 14 14 41 41 42 43 44 45	Melto Mers Maco Neatl Oxfor Reger Shrop Staffor Stour	mouthsei on Mowley and I clesfield. h rd nts or Lo oshire erset coal ord and wsbury dwater.	oreorayrwell		2,40 25 50 3,00 24 1,78 21,41 50 80 . 70	9 100 0 100 0 100 0 100 7 100 6 100 8 33‡ 0 125 0 150 0 140 0 125 0 145	100 100 1 0 100 100 100 33‡ 125 150 140 125 145	10 10 10 21 17 30 21 6 71 25	160 117 15 365 505 25 120 123 460 230 360	11 36 2 12 12 48 23
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 50 3,200 50 5,387 100 4,000 25 3,000 10	184 35 14 100 6 1 50 40	10 34 10 22 5 6 5 7 64 77 - 64 100 36	2 14 27 5 14 14 41 41 42 43 44 45	Melto Merse Maco Neatl Oxfor Reger Shrop Staffor Stour	mouthsei on Mowley and I clesfield. h nts or La pshire erset coal ord and wsbury bridge adwater	ore		2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 30 20	9 100 0 100 0 100 0 100 7 100 6 100 8 33‡ 0 125 0 150 0 140 0 125 0 150 3 100	100 100 1 0 100 100 100 33‡ 125 150 140 125 145 150	10 10 10 21 17 30 21 6 71 25 12 14 19 15	160 117 15 365 505 25 120 123 480 230 360	11 36 2 12 12 48 23 36
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 3,200 50 5,387 100 4,000 3,000 10 4,000 50	184 35 14 100 6 1 50 40 100 60 5 74 50	10 22 5 6 5 7 7 64 10 3 10 11	24	Melto Mers Maco Neatl Oxfor Reger Shrop Staffor Strout Strout Seven	mouthseion Mowley and I clesfield. h	ore	r	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 30 20 25 33,76	9 100 0 100 0 100 0 100 0 100 6 100 8 331 0 125 0 150 0 140 0 125 0 150 0 150 0 150 0 150	100 100 1 0 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51	160 117 15 365 505 25 120 123 480 230 360 240 30	11 36 2 12 12 48 23 36
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100	184 35 14 100 6 1 50 40 100 60 5 74 50 100	10 22 5 6 5 7 7 64 10 3 10 11	2 14 27 5 14 14 41 41 42 43 44 45	Melto Mers Maco Neatl Oxfor Reger Shrop Some Stare Strou Strou Swar Swar	mouthseion Mowley and Iclesfield. h	re.  oray  rwell.  oncon  .  Worcester  hy & Rail	Av.	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 30 20 20 2,60	9 100 0 100 0 100 0 100 7 100 6 100 8 331 0 125 0 140 0 125 0 145 0 150 0 145 0 150 0 150 0 145 0 125 0 150 0 150	100 100 1 0 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50	10 10 10 21 17 30 21 6 71 25 12 14 19 15	160 117 15 365 505 25 120 123 460 230 360 240 30 495	11 36 2 12 12 48 23 36 24 3
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100	18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100	10 22 5 6 5 7 7 64 10 33	2	Melto Mers Macco Macco Neath Oxfor Neger Shrop Some Staffor Stour Stour Stour Tren	mouthseion Mowheel and I clessfield.  hrdrdrrset coal ord and wsbury  bridgedwater	oncon  Worcester  by & Rail  ersey  Medway		2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 30,76 2,60 8,14	9 100 0 100 0 100 0 100 7 100 6 100 8 33 1 00 125 0 125 0 140 0 140 0 125 0 150 0 140 0 125 0 150 0 190 0 19	100 100 1 0 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	160 117 15 365 505 25 120 123 460 230 360 240 30 495	11° 36° 22° 12° 12° 48° 23° 36° 24° 30°
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 10,000 1 11,493 50 3,200 50 5,387 100 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canali 1,432,113	18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100	10 22 5 6 7 64 7 64 100 10 13	2	Melto Mers Macs Macs Neatl Oxfor Reger Some Staffor Strou Strou Sever Tren Than War	mouthseion Mowheel and I clessfield.  h	ore	Av.	2,40 25 3,00 24 1,78 21,41 50 80 . 70 53 3,76 2,60 8,14 5,10	9 100 0 100 0 100 0 100 7 100 6 100 8 334 0 125 0 140 0 125 0 140 0 150 3 100 2 261 0 50 9 194 0 100	100 100 1 0 100 100 100 100 33‡ 125 140 125 145 140 125 145 1150 100 26‡ 50	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10	11° 36° 22° 12° 12° 48° 23° 36° 24° 30°
nti Dry Rot	10,000   5,700   100 20,000   15 15,000   10 10,000   1 11,493   50 3,200   50 15,000   100 4,000   50 1,500   100 Canali 1,432   113 720   100	18½ 35 14 100 6 1 50 40 100 60 5 73 50 100	10 22 5 6 5 1 7 6 4 100 33 10 11 10 11 15 15 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	2	Melko Mers Macc Macc Macc Macc Macc Macc Macd Macc Meal Macc Macc Macc Macc Macc Macc Macc Ma	mouthseion Mowheel and Mowheel	re.  oray  rwell.  oncon  .  Worcester  hy & Rail  ersey  Medway, I Birming I Napton	Av.	2,40 25 50 3,00 24 1,78 21,41 50 30 20 20 2,60 8,14 2,60 8,14 2,60 8,14 2,90	9 100 0 100 0 100 0 100 7 100 6 100 1 25 0 125 0 150 0 145 0 125 0 150 0 145 0 150 3 100 2 263 0 50 9 194 0 100	100 100 1 0 100 100 100 33‡ 125 150 140 125 145 150 19‡ 100	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	160 117 15 365 505 25 120 123 460 230 360 240 30 495	11° 36° 22° 12° 12° 48° 23° 36° 24° 30°
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nti Dry Rot	10,000 5,700 100 20,000 10 110,000 1 111,493 50 3,200 50 5,387 100 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canali 1,432,113 720 100 3,000 118 4,000 160 500 100	188 35 14 100 6 1 50 40 100 60 5 73 50 100 60 60 60 60 60 60 60 60 60 60 60 60 6	10 22 5 6 5 1 7 6 4 100 33 10 11 10 11 15 15 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	24	Melto Mers Macco Macco Neath Oxfor Neath Oxfor Neath Oxfor Neath Oxfor Neath Oxfor Neath Nea	mouthseion Mowlessey and I clessield. h	re.  oray  rwell.  oncon  Worcester  hy & Rail  ersey  Medway  I Birming  I Napton	Av.	2,40 255 50 3,00 24 1,78 21,41 50 50 30 0 20 2,60 2,60 8,14 2,90 4,80	9 100 0 100 0 100 0 100 0 100 7 100 6 100 0 125 0 125 0 140 0 145 0 150 0 145 0 150 0 150 0 191 0 100 0 0 0 0	100 100 1 0 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 100	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 11: 36: 22: 12: 48: 23: 36: 24: 30: 10:
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 5,387 100 15,000 100 4,000 50 1,500 100 Canal. 1,432,113 720 100 3,000 118 4,000 160 500 100 460 do	181 35 14 100 6 1 50 40 100 60 5 71 50 100 100 100	10 22 5 6 5 7 64 77 64 10 13 10 13 10 15 10 15 11 15 11 15	24	Melto Mers Macco Mac	mouthseion Mowlessey and I clessfield. hrdrd	re.  oray  rwell.  oncon  Worceste  hy & Rail  ersey  Medway  I Birming  Napton	Av.	2,40 255 50 3,00 24 1,78 21,41 50 50 30 0 20 2,60 2,60 8,14 2,90 4,80	9 100 0 100 0 100 0 100 0 100 0 100 0 100 8 334 0 125 0 150 0 145 0 145 0 145 0 150 0 145 0 150 0 145 0 150 0 100 0	100 100 1 0 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100 100	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81	160 117 15 365 505 25 120 123 360 240 30 495 10 167 122	111 1136 2212 1221 123 486 236 366 244 36 10
ustralian Trust Company eneral hteam Navigation t Western Steam Pa letropolitan Wood Pav litto	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canali 1,432,113 720 100 3,000 118; 4,000 160 500 100 460 d 600 d 600 d	18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100 100 100 0. do. do.	10 22 5 0 5 1 7 6- 4 10 10 15 10 15 1	24	Melto Mers Macc Macc Macc Neatl Oxfor Reger Shrop Stor Stor Stor Tren Than War War East Gran New	mouthseion Mowlesey and I clessfield.  hrdrdrdrset coalord and wsburybridgedwaterseard & mowlese and wick and wick and wick and ingham. London. d Junctic River L	re.  oncon  .  Worceste  hy & Rail  ersey  Medway  I Birming  I Napton  B. Ann	Av.	2,40 255 500 3,00 24 1,78 21,41 500 . 70 50 30 2,66 2,66 2,60 9,8 4,43	9 100 0 100 0 100 0 100 7 100 6 100 1 25 0 125 0 125 0 125 0 145 0 125 0 145 0 125 0 150 0 145 0 125 0 150 0 100 100 100 100 100 100 100	100 100 1 0 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 100	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 1136 2212 1221 123 486 236 366 244 36 10
nti Dry Rot	10,000 5,700 100 20,000 15 11,493 50 3,200 50 15,000 100 4,000 25 3,000 10 4,000 50 1,500 100 Canali 1,432 113 720 100 3,000 160 500 100 460 do 600 do 231 di	18½ 35 14 100 6 1 50 40 100 6 5 7½ 50 100 100 do.	10 22 5 6 5 7 64 7 64 10 13 10 13 10 15 10 15 20 365 24 25 9 105 32 446	24	Melto Mers Macro Mac	mouthseion Mowlessen Mowle	oncon  Worcester  Medway, A Birming I Napton  B. Ann  nd Salford	Av.	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 2,60 8,14 2,60 4,480 4,480 4,480 5,50	9 100 0 100 0 100 0 100 7 100 6 100 7 100 6 100 0 125 0 150 0 125 0 145 0 150 0 150 0 100 0 0 0 0	100 100 1 0 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100 100	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 1136 22 122 123 486 236 366 244 30 10
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nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 5,387 100 15,000 100 4,000 50 1,500 100 Canali 1,432 113 720 100 3,000 118; 4,000 160 500 100 460 do 600 do 231 do 11,297 400; 11,600 100	18½ 35 14 100 6 15 7½ 50 100 100 do.	10 22 5 6 7 7 4 100 10 15 10 15 10 15 20 365 24 256 9 105 32 444 4 164 7 165	24	Melto Mers Macc Macc Macc Macc Macc Macc Macc Mac	mouthseion Mowheel Mowhell Mowhell Mowhell Mowhell Mowhell Mowell	oncon  Worcester  Medway, A Birming I Napton  B. Ann  nd Salford	Av.	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 2,60 8,14 - 00 - 98 Water 4,80 4,480 1,50 6,48 1,50 6,89 1,50 6,89 8,10 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,5	9 100 0 100 0 100 0 100 7 100 6 100 1 100 1 125 0 125 0 145 0 125 0 145 0 125 0 145 0 125 0 140 0 125 0 140 0 100 Work	100 100 1 0 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100 41 2-3 30	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 1136 221 122 123 488 233 366 244 30 10
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 50 1,500 100 Canali 1,432,113 720 100 3,000 118; 4,000 160 500 100 4600 d6 600 d6 600 d6 231 d. 1,297 400 11,600 100 1,500 d0	18k 35 14 100 6 15 0 40 100 100 do.	10 22 5 0 7 6- 7 6 10 10 15 10 15 10 15 20 365 21 25 20 365 21 25 21 25	24	Melto Mers Macco Mac	mouthseion Mowlesey and I clessfield. hrdrdrset coalord and wsburybridgedwaterseard & Middlese	oncon  Worceste  Medway. I Birming I Napton  B. Ann  Mo Salford  S. London  sex	Av.	2,40 255 3,00 241,78 21,411 500 500 30,20 20,20 2,60 8,14 2,60 4,43 5,50 1,50 6,48 1,00 8,29 1,50	9 100 0 100 0 100 0 100 0 100 7 100 6 100 0 125 0 100 0 100 0 100 0 125 0 125 0 100 0 0 0 0	100 100 100 100 100 331 125 150 140 1125 145 1100 261 50 191 100 100 41 2-3 30 100	10 10 10 21 17 30 21 6 71 25 12 14 19 15 54 65  101 81 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 1136 221 122 123 488 233 366 244 30 10
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nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 50 1,500 100 Canali 1,432 113 720 100 3,000 118; 4,000 160 500 100 460 600 de 231 de 1,297 400; 11,600 100 1,500 de 5,000 de 749 150	18½ 35 14 100 6 1 100 60 5 7½ 50 100 60 do. do. do. do. do. do. do. do. do. 150	10 22 5 6 5 7 6 7 7 6 4 100 21 10 15 10 15 10 15 20 365 21 25 9 10 32 44 4 44 7 168 8 185	24	Melto Mers Macco Mac	mouthseion Mowheel and Mowheel and Mowheel and Mowheel and Mowell and Wester Land Modele and Modele and Wester Land Modele and Mowell and Wester Land Modele and Mowell and Wester Land Wester Land Wester Land Wester Land Wester Land Wester Land Mowell and	oncon  Worcester  Worcester  Medway.  I Birming  Napton  B. Ann  Mod Salford  S. London  St. London  St. London  St. India	Av.	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 30 2,00 8,14 -,00 4,43 5,50 1,50 6,48 1,00	9 100 0 100 0 100 0 100 7 100 6 100 7 100 6 100 125 0 125 0 125 0 145 0 125 0 145 0 125 0 145 0 125 0 145 0 125 0 150 0 140 0 100 Work 0 av. 0 av. 0 sto. 0	100 100 1 0 100 100 100 100 33 1 125 150 140 125 145 150 191 100 41 2-3 30 100 63 1	10 10 10 10 21 17 30 21 6 71 25 12 14 19 15 54 65  101 81 81 81 81 54	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 283 88 57 55 126	1111 11365 21120 1221 1230 1230 2360 240 360 240 360 100 100 100 100 100 100 100 100 100 1
nti Dry Rot	10,000 5,700 100 20,000 10 11,493 50 3,200 50 5,387 100 15,000 100 4,000 50 1,500 100 4,000 15 3,000 118 4,000 160 500 100 460 de 600 de 231 de 1,297 400 11,500 de 5,749 150 11,599 47;	18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100 100 60 60 60 60 60 60 60 60 60 60 60 60 6	10 22 5 0 5 1 7 6- 7	24	Melto Mers Macco Mac	mouthseion Mowlesey and I clessfield. hrd	oncon  Worceste  Medway. d Birming d Napton  B. Ann nd Salford S. London  Sex  Oock st India	Av.	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 2,60 8,14 -,00 4,43 5,50 1,50 6,48 1,00 8,29 1,00 3,238,31	9 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 125 0 145 0 125 0 150 0 145 0 125 0 150 0 140 0 125 0 150 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100	100 100 1 0 100 100 100 100 33 1 125 150 140 125 145 150 191 100 41 2-3 30 100 63 1	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 925 120 123 480 230 360 240 30 495 10 167 1122 28 88 57 55 126	111 19 369 221 120 486 236 366 244 30 10 57 555 127
nti Dry Rot	10,000 5,700 100 20,000 15 15,000 10 11,493 50 3,200 50 15,000 100 4,000 50 1,500 100 Canali 1,432 113 720 100 3,000 118; 4,000 160 500 100 460 600 de 231 de 1,297 400; 11,600 100 1,500 de 5,000 de 749 150	18½ 35 14 100 6 1 100 60 5 7½ 50 100 60 do. do. do. do. do. do. do. do. do. 150	10 22 5 (6) 7 (6) 7 (6) 7 (14) 10 15 10 15 10 15 20 365 21 250 9 105 32 440 4 440 7 168 8 185	24	Melto Mers Maco Maco Maco Maco Maco Maco Maco Maco	mouthseion Mowlesey and I clessfield.  h  rd  rd  rd  rset coal ord and wishury  bridge  dwater  sea  rd  r	oncon  Worcester  Worcester  Medway.  I Birming  Napton  B. Ann  Mod Salford  S. London  St. London  St. London  St. India	Av.	2,40 25 50 3,00 24 1,78 21,41 50 80 . 70 50 30 2,00 8,14 -,00 4,43 5,50 1,50 6,48 1,00	9 100 0 100 0 100 0 100 7 100 6 100 100 7 100 6 100 125 0 125 0 125	100 100 1 0 100 100 100 100 33 1 125 150 140 125 145 150 191 100 41 2-3 30 100 63 1	10 10 10 10 21 17 30 21 6 71 25 12 14 19 15 54 65  101 81 81 81 81 54	160 117 15 365 505 925 120 123 480 230 360 240 30 495 10 167 1122 28 88 57 55 126	11 136 2 12 12 12 48 23 36 24 3 10 10 5 5 5 12 12

	Level			1843.				Stat: C	male -	all 4 6:	at duar and	the last
STATE WORKS.	in miles	. Cost	Incom	Expend.	Income.	Expen	13 to 1	7 feet w	ide, and	80 to 90	et deep, and feet in leng	th.
Y. 1 Black river canal	. 35	1,524,9					The	six m	illions	paid to	the canal	fund fr
" 2 Cayuga and Seneca	. 21	237,0 1,251,0		557 10,953 308	24,618 116,739	14,443	auctio	n and	salt du	ities ar	e not incli	uded in
3 Champlain canal4 Chemung	. 23	684,6		40 14,486			Rlack	river o	ranals	require	enesee valle large sun	ey and
5 Chenango	. 97	2,420,0		95 15,967		15,960	compl	etion, t	he inte	rest of	which addi	itional s
6 Crooked lake	. 8	156,	777 4	61 3.674	1,498		is mu	ch grea	ter tha	n the es	stimated gro	oss inco
7 Erie—enlargement of	. 363			16	••••						shed. The	
Genessee valley	. 120	3,739,0	12,2	92 13,819	19,641	15 557	quired	to con	npiete i	hese tw	vo canals a their total	re \$2,00
Oneida lake		50,0		25 2,239	621	1.636	finishe	d \$5.5	53.000;	and \$2	,409,000; a	in exper
1 Oswego	. 38	565,4		47 22,742	56,165		ture in	curred	on est	imated	incomes (a	admitte
1 Oswego	25				7,381	5,386	be libe				\$14,000 re	
13 Delaware canal					109,278	22,870	THE				the works o	
14 French creek			276		381						19,401; for	
16 Columbia railroad	82	03,4			443,336	205.067	The	roccir	te for I	Q44 mg	30 million ere as follo	
17 Eastern division	36				179,781	138,915	Canal	tolls.		-		578.
18 Juniata canal	93 7					240 040	Kaliro	aa tou	S,	•		252,
19 Portage railroad	130				351,102	248,943	Motiv	e powe	r			319,
21 North branch Susquehannah canal	72				-		Truck	s,	- 000 1	-		13,4
21 North branch Susquehannah canal 22 West " " " io 23 Hocking canal	72				101,949	57,633	of whi	cn \$58	5,922 1	irom i	118 miles o	oi rantro
io 23 Hocking canal	56	975,1	30 4,7	57'	5,286						les of canal	
24 Miami capal	85	1,660,7		10 38,826	77,814	22,341	perty !	ar of	50 Oi	s on th	supported e dollar.	There
25 Miami extension. 26 Miami northern division.	105	2,856,6		91	12,723 unfin'd.		1 4 3 5 131	TIPEOI	canali	n the S	state which	Thelne
27 Muskingum	91	322,0 1,627,3		67			51813	2471 6	23 and	in 184	44 9515 39	3 the c
28 Ohio	334	4,600,0		54 123,398	0.411 -	0 0	JISI IS	n 4.5 r	meino w	133//	2.1.1.   De	increas
29  Wabash	91 .	3,028,3	35,9	22 6,400	49,589						0, though to	
30 Walhonding	25	607,2	8 8	38 <b>39,00</b> 5		1,238	count	w than	ever h	efore k	nown	ugnout
31 Western road	31	255,0		54 1,782			The	se 91	million	S On er	undry work	s vield
33 Maume canal		11,000,0		•••••••				e what		on ou	mary work	is yield
l. 34 Sundry works		10,000,0	00				The	centra	al railro	oad yie	lds above	6 per ce
CD 35 Central railroad	110	1,842,3	149,9	87 75,960	211,170	89,420	and is	the or	nly Stat	e work	the Erie	canal
36 Southern railroad	.   68	936,2	95 24,0	64 7,907	60,341	70,000	repted	l—whi	ch is al	ole to st	tand alone.	
CANALS.	Length	Cost.				844. ome.	Div.	Value		¬ R	EMARKS.	
Disabates	miles.		Gross.	Nett. ce	nt. Gross.	Nett.	cent.	stock.				
BlackstoneBald Eagle Navigation		400.0						• • • • • •				
Beaver and Sandy, (part)	23	1 000,0	00						We	may, p	erhaps, at s	ome fut
Charleston, (S. C.)		1,000,0							time be	enable	ed to give t	he parti
Chesapeake and Ohio	184	12,370,4	70 47,637								se canals.	
Conestota.	12	300 0	00	1.7		1	1				peake and	
Delaware and Chesapeake	13	2 500 0	00 270 705	102,221	100 603	100 604	1	26 31	nines	hence i	its triffing i	income
Farmington.  James river and Kenhawa.	100	5,500,00	50 615,155	102,221	130,033	120,024			The	enlarge	ement of th	e Schu
T									cill car	nal has	been comm	nenced.
James river and Kennawa											canal was	
Middlesex						1	1				n, about on	
Port Deposit.	10	200.00	00	FD 000		04 455		1		ost. It		me pap
Port Deposit.  Delaware and Raritan	10	200,00	00	53 327	131.491	84.455			that it i		enlarged.	We ha
Port Deposit. Delaware and Raritan Southwark.	10 43	200,00 2,900,00 300,00	00 00 99,623	53,327	131,491	84,455			that it i	report	enlarged.	of the
Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	10 43	200,00 2,900,00 300,00 2,900,00	00 00 99,623 00	53 327	131,491	84,455		• • • • •	that it i	report	enlarged.  t, nor heard any engine	of the
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	10 43 45	200,00 2,900,00 300,00	00 00 99,623 00 00	53,327	131,491	84,455		• • • • •	that it i	report	enlarged. , nor heard	of the
Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	10 43  45 80 101	200,00 2,900,00 300,00 2,900,00 2,000,00 1,000,00	00 00 99,623 00 00	53,327	131,491	84,455		28	that it is seen no pointm	ent of	enlarged. i, nor heard any engine	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	10 43  45 80 101	200,00 2,900,00 300,00 2,900,00 2,000,00 1,000,00	00 00 99,623 00 00	53,327	131,491	84,455		28	that it is seen no pointm	ent of	enlarged. , nor heard any engine	er.
Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.	10 43 45 80 101 Length in miles.	200,00 2,900,00 300,00 2,900,00 2,000,00 1,000,00	00 00 99,623 00 00 00 ckage Lengti	Size of location of Width.	cks. Depth on mitre silt.	Width o		28	that it is seen no pointm	ent of a	enlarged. i, nor heard any engine	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.	10 43 45 80 101 Length in miles.	200,00 2,900,00 300,00 2,900,00 2,000,00 1,000,00	0000 99,623 0000 0000 0000 ckage feet. cham	Size of location of Width.	ks. Depth on mitre sill.	84,455	of canal.	28	that it is seen no pointm	ent of a	enlarged. t, nor heard any engine  Incom	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi	10 43 	200,00 2,900,00 300,00 2,900,00 1,000,00 No. of Locks.	00 99,623 00 99,623 00 00 00 00	Size of look hof ber. Width.	cks. Depth on mitre sill. feet. 8 1-2	Width of Bottom.	of canal. Surface feet.	28	that it is seen no pointm	ent of a	enlarged. t, nor heard any engine  Incom	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi	10 43 	200,00 2,900,00 2,900,00 2,000,00 1,000,00 No. of Locks. In	0000 99,623 0000 0000 0000 ckage feet	Size of lock of Width. feet. 0 26 1-2 0 26 1-2	cks. Depth on mitre sill. feet. 8 1-2	Width of Bottom.	of canal. Surface feet. 81	28	that it is seen no pointm	ent of a	enlarged. t, nor heard any engine  Incom	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi naction branch to Dunville not adderoad creek branch to Port Maitland below.  The St. Lawrence canal.	10 43 45 80 101 Length 510 510 28 421 1 1-2	200,00 2,900,00 2,900,00 2,900,00 1,000,00 No. of Locks. in locks. in 1 6	00 99,623 0 00 00 00 00 00 00 00 00	Size of lock of Width. feet. 0 26 1-2 0 26 1-2	ks. Depth on mitre sill.  6eet. 8 1-2 8 1-2	Width of Bottom.	f canal. Surface feet. 81 71	28	that it is seen no pointm	ent of a	enlarged. t, nor heard any engine  Incom	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi inction branch to Dunville food creek branch to Port Maitland The St. Lawrence canal. alops and Port Cardinal	10 43 45 80 101   Length 50 miles. e 28 d 21 1 1-2	200,00 2,900,00 2,900,00 2,000,00 1,000,00 No. of Locks. in 	00 99,623 00 00 00 00 00 00 00 00 00 00 00 00 00	Size of lock hot feet. Width. feet. 0 26 1-2 0 45	Depth on mitre sill.  8 1-2 8 1-2 9	Width c Bottom. feet. 45 35 45	f canal. Surface feet. 81 71 85	28 Estima 3,948,	that it is seen no pointm  Expanse. Sept. 572 2,46	ended to 1843.	enlarged. t, nor heard any engine  Incom	er.
Port Deposit Delaware and Raritan Southwark Tide Water Union Morris Dismal Swamp  CANADIAN CANALS.  The Welland canal Iain trunk from Port Colborne to Port Dalhousi unction branch to Dunville road creek branch to Port Maitland below.  The St. Lawrence canal alops and Port Cardinal	10 43  45 80 101 Length 50 miles.  e 28 d 21 1 1-2	200,00 2,900,00 2,900,00 1,000,00 No. of Locks. in	00	Size of loce h of Width.  Size of loce h of Width.  Geet.  0 26 1-2  0 45  0 45	ks. Depth on mitre sill. feet. 8 1-2 9 9	Width c Bottom. feet. 45 35 45	f canal. Surface feet. 81 71 85	28	that it is seen no pointm  Expanse. Sept. 572 2,46	ent of a	enlarged. t, nor heard any engine  Incom	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi anction branch to Dunville not adderoad creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal apid Plat. arren's point.	10 43	200,00 2,900,00 2,900,00 2,000,00 1,000,00 	00	Size of lock of Width.  6eet.  26 1-2  0 26 1-2  0 45  0 45  0 45	bepth on mitre sill. feet. 8 1-2 9 9 9 9 9	Width c Bottom. feet. 45 35 45	f canal. Surface feet. 81 71 85 90 90 90	28 Estima 3,948,	that it i seen no pointm  Expans.  Expans.  Sept.  572 2,48	ended to 1843. 35,572 973	enlarged. t, nor heard any engine  Incom	er.
Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi anction branch to Dunville froad creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. nwall, passing the Long Sault rapids. unarnois, do. Coteau. Cedars and Cascades roa	10 43	200,00 2,900,00 2,900,00 1,000,00 1,000,00 No. of Locks. in	00	53,327  Size of look hof ber. Width.  Geet. 26 1-2 0 45 0 45 0 45 0 45 0 55	131,491  Depth on mitre sill.  feet. 8 1-2 9 9 9 9	Width of Bottom. feet. 45 35 45 50 50 100 80	f canal. Surface feet. 81 71 85	28 Estima 3,948,	that it i seen no pointm  Expans.  Expans.  Sept.  572 2,48	ended to 1843. 35,572 973	enlarged. , nor heard any engine  lacor 1843. 64,658	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi inction branch to Dunville not adderoad creek branch to Port Maitland below.  The St. Lawrence canal. alops and Port Cardinal. apid Plat. arren's point. nwall, passing the Long Sault rapids. uharnois, do. Coteau, Cedars and Cascades roahine, do. Lachine rapids	10 43  45 80 101  e 28 d 21 1 1-2  2 4  4  11 1-2 d 11 1-4  8 1-2	200,00 2,900,00 2,900,00 1,000,00 1,000,00 No. of Locks. in	00	Size of lose host beet. Width. feet. 0 26 1-2 0 45 0 45 0 45 0 45 0 45 0 45 0 45 0 4	bepth on mitre sill. feet. 8 1-2 9 9 9 9 9	Width c Bottom. feet. 45 35 45	f canal. Surface feet. 81 71 85 90 90 90 150	Estima 3,948, 672, 865, 1,190, old cau	that it i seen no pointm  Expate. Sept 572 2,46  498  372 1,66 087 27 nat. 49	ended to 1843. 35,572 973 65,663,75,426 10,000	enlarged. t, nor heard any engine  Incom	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Lain trunk from Port Colborne to Port Dalhousi anction branch to Dunville road creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal apid Plat. arren's point. nwall, passing the Long Sault rapids. uharnois, do. Coteau, Cedars and Cascades roahine, do. Lachine rapids. regement of do.	10 43 45 80 101 28 dd 21 1-2 4 3-4 11 1-2 dd 11 1-4 8 1-2	200,00 2,900,00 2,900,00 2,000,00 1,000,00 No. of Louisian 1 6 1 6 2 11 1 7 48 9 85 5 44	00	Size of lose host beet. Width. feet. 0 26 1-2 0 45 0 45 0 45 0 45 0 45 0 45 0 45 0 4	131,491	Width of Bottom. feet. 45 35 45 50 50 100 80	feat. 81 71 85 90 90 150 120	28 Estima 3,948, 672, 865, 1,190,	that it i seen no pointm  Expate. Sept 572 2,46  498  372 1,66 087 27 nat. 49	preport ent of sended to 1843. 85,572 973 65,663 75,426	enlarged. , nor heard any engine  lacor 1843. 64,658	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Lain trunk from Port Colborne to Port Dalhousi anction branch to Dunville road creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal apid Plat. arren's point. nwall, passing the Long Sault rapids. humall, passing the Long Sault rapids. humall rapids. humall rapids. humall rapids regement of do.  Total from lake Erie to the sea.	10 43 45 80 101 28 dd 21 1-2 2 dd 11 1-2 dd 11 1-4 8 1-2 12	200,00 2,900,00 2,900,00 1,000,00 1,000,00 No. of Locks. in	00	Size of look hot width.  Size of look hot width.  Sect. 26 1-2 0 26 1-2 0 45 0 45 0 45 0 45 0 45 0 45 0 45	131,491	Width of Bottom. feet. 45 35 45 50 50 100 80	feat. 81 71 85 90 90 150 120	Estima 3,948, 672, 865, 1,190, old can 1,001,	that it i seen no pointm  Expate. Sept 572 2,46  498  372 1,66 087 27 nat. 49	ended to 1843. 35,572 973 65,663 75,426 14,439	enlarged. , nor heard any engine  lacor 1843. 64,658	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Lain trunk from Port Colborne to Port Dalhousi and trunk from Port Colborne to Port Dalhousi road creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal apid Plat. arren's point. nwall, passing the Long Sault rapids. uharnois, do. Coteau, Cedars and Cascades roa hier, do. Lachine rapids regement of do.  Total from lake Erie to the sea. mbly.	10 43 45 80 101 28 dd 21 1 1-2 4 11 1-2 dd 11 1-4 12 66 Length	200,00 2,900,00 2,900,00 1,000,00 1,000,00 1,000,00 2,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000	00	Size of look hof ber. Width. feet. 26 1-2 0 45 0 45 0 45 0 45 0 45 0 45 0 45 0 4	131,491  Depth on mitre sill.  feet. 8 1-2 9 9 9 9 9 1	Width c Bottom. feet. 45 35 45 50 50 100 80 80 80	f canal. Surface feet. 81 71 85 90 90 150 120 120 60	Estima 3,948, 672, 865, 1,190, oid can 1,001,	that it is seen no pointm  Exp  The seen no pointm  The seen no po	973 65,663 75,426 10,000	enlarged. , nor heard any engine  Incor 1843. 64,658	me.;
Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhousi unction branch to Dunville and deep road creek branch to Port Maitland below.  The St. Lawrence canal. Iailops and Port Cardinal. Iapid Plat. Iarren's point. Inwall, passing the Long Sault rapids. Invall, passing the Long Sault rapids. Invall from lake Erie to the sea. Inmbly.  COAL COMPANIES.	10 43	200,00 2,900,00 2,900,00 1,000,00 1,000,00 1,000,00 31 322 1 6 1 6 2 11 1 7 48 9 85 5 44 1	00	Size of lock host of the state of lock host	131,491	Width c Bottom. feet. 45 35 45 50 50 100 80 80	f canal. Surface feet. 81 71 85 90 90 120 120 120 60	Estima 3,948, 672, 865, 1,190, old cas 1,001, 200, per cent.	that it is seen no pointm  Learning to the seen no pointm  Lea	973 65,663 75,426 10,000	enlarged., nor heard any engine  Incor 1843. 64,658	1844.1
Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp  CANADIAN CANALS.  The Welland canal. fain trunk from Port Colborne to Port Dalhousi unction branch to Dunville froad creek branch to Port Maitland below. The St. Lawrence canal. dalops and Port Cardinal apid Plat. arren's point. nwall, passing the Long Sault rapids. unkarnois, do. Coteau, Cedars and Cascades roathine, do. Lachine rapids regement of do.  Total from lake Erie to the sea.	10 43	200,00 2,900,00 2,900,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000	00	Size of lose h of ber. Width. feet. 0 26 1-2 0 45 0 45 0 45 0 45 0 45 0 45 0 45 0 4	131,491	Width c Bottom. feet. 45 35 45 50 50 100 80 80	f canal. Surface feet. 81 71 85 90 90 120 120 120 60	Estima 3,948, 672, 865, 1,190, old cas 1,001, 200, per cent.	that it i seen no pointm  Let Exp 1498  372 1,60 087 22,44  498  372 1,60 087 27  1,60 087 27  1,60 087 27  1,60 087 27  1,60 087 27  1,60 087 27  1,60 087 27  1,60 087 27  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,60 087  1,6	973 65,663 75,426 10,000	enlarged. , nor heard any engine  Incor 1843. 64,658	me.; 1844.1

	RAILROADS.	Len			Loans	Number	Paid	1 18	43. ome.	Div.		44. ome.	Div.	Previ-	Week e	endi
	KAILKUADS.	mil		Cost.	and debts.	of shares.	on hare			per cent.	Gross.		per cent.	prices	Shares.	. Pr
e.	1 Portland, Saco and Portsmouth	50		1,200,000				89,997			131,404		6	1031	-	10
I.	2 Concord	35		750,000									12	65		
9.	3 Boston and Maine	56						178,745	68,499	6	233,101	86,401	61	117	8	3 11
1	4 Boston and Maine extension				unfin.											1:
	5 Boston and Lowell	26						277,315	144,000	8		147,615		120	4	111
1	6 Boston and Providence 7 Boston and Worcester	41		1,880,135	none.	18,600	100	233,388 40,141	169 000	6		156,109		114	54	1:
1	8 Berkshire	21		2,914,078	not stated			10,141	17 500	6	17,737	195,163	12	1201	0.	1
-	9 Charlestown branch	21		280.260			1			13	34.654	13,971	51	112	50	) (
-	10 Eastern	54		ାଚ ସହନ୍ତ ସେ 1	1	1		279,563	140,595	6		227,920		1131	275	
	1 Fitchburg	50		1,150,000	justopn'd						42,759	26,835		124		
	2 Nashua and Lowell		1-2	380,000				84,079		8	94,588	34,944	10	123		
1	3 New Bedford and Taunton	20		430,962					24,000	6	64,998	24,000	6			
1	Northampton and Springfield			172,883	unfin.			100 000	04.00		200 00				0.000	
	15 Norwich and Worcester			2,170,366 67.820	900,000	16,535	100	162,336	24,871		230,674	99,464		711	3,355	•
.	17 Stoughton branch	4		63,075	unfin.									100		1
	8 Taunton branch	11		250,000						8	96.687	20,000	8	118		1
	9 Vermont and Massachusetts											20,000				
1	West Stockbridge	3		41,516	200		100						4			
1	Western, (117 miles in Mass.,)	156		7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3	101	220	) 10
1	2 Worcester branch to Milbury		• • •	8,431	506											
1	3 Housatonic, (10 months,)	74		1,244,123							150,000			31	1 :::	Ŀ
	Hartford and New Haven	38	1-2	1,100,000		10,000							6	95	25	5 3
1	25 Hartford and Springfield	48		600,000 2,600,000			100	113,889		• • • • •	154 204	20 045		29	COE	
	Attica and Buffalo	31		336,211		13,000	100	45 806	7,522	• • • • •	73 049	48.033	0	29	625	9
	8 Auburn and Rochester	78		1,796,34	200 000	14,000	100	189 693	112,000		237 667	152.007		1091	1	1
6	29 Auburn and Syracuse	26		766 657	1		1331	86 291	27.334		96.738	52,544	6	116		
1	O'Buffalo and Niagara	22		200,000 5,000,000		1.500	100							100		1.
	81 Erie. (446 miles.)			5,000,000							1			29	1,325	5
1	2 Erie, opened	53														
	33 Harlem	26 31		1,206,231							140,685	62,399		694	170	1 3
	Long Island	96		1,610,221	200 240	29,846	50		•••••					117	× 200	ŀ
	6 Mohawk and Hudson	17		1,317,893	400 000	10,000	100	60 048	58,780		153,456 79,804			71 581	7,380	
1	Saratoga and Schenectady	22		303,658	400,000	10,000	100	42,242			34,666	45,763 8,455		901	,	1.
13	Schenectady and Trov		1-2	640.800							32,646					1:
13	9 Syracuse and Utica	53		1.115.897	none.	16.000	621	163.701	72,000		192.061	120.992	8	117		1.
	O Tonnawanda	43		727.332				76,227			114,177	75,865	5			
	1 Troy and Greenbush	6		180,000												
	2 Troy and Saratoga	25		475,801				44,325	21,000		38.502	9,971	21			1
	3 Utica and Schenectady4 Camden and Amboy	78 61		2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132	20	
	5 Elizabethtown and Somerville	26		3,200,000				682,832	383,880		784,191	404,956	••••	112		1.
	6 New Jersey	34		2 000,000					1				• • • • •	95	100	1:
	7 Paterson	16		2,000,000 500,000									6	90	1,225	
	8 Beaver Meadow	26		1.000.000											1,000	
4	9 Cumberland Valley	46		1,250,000												1
15	O Harrisburg and Lancaster*	36	-	860,000				• • • • • • • •						30		
	1 Hazleton branch			120,000												
1	3 Blossburg and Corning	29 40		900,000				• • • • • • •		••••						1.
100	4 Mauch Chunk*	9		100,000			• • • •	• • • • • • • •		••••	• • • • • • • •	•••••	••••			
15	5 Minehill and Schuvlkill Haven	18		315,000						19	••••		••••	80		1.
15	6 Norristown	20		800,000										61		1.
F	7 Philadelphia and Trenton	30		400,000										104		
15	Pottsville and Danville	29	1-2	1,500,000												
5	9 Reading.	94		9,457,570	7,447,570	40,200	50				597,613	343,511		58	2,330	1
0	0 Schuylkill valley* 1 Williamsport and Elmira	10		1,000,000												
6	2 Philadelphia and Baltimore	25 93		400,000 4,400,000			• • • •	20,000	200 000	• • • •		210,000	• • • •			
16	3 Frenchtown	16					• • • •	43,043	200,000	• • • •		210,000	••••	151	11,831	
lt	A Baltimore and Ohio. (1st Oct.)	188		7,623,600			• • • •	575,235	970 409	• • • •	esu con	246 046	• • • •	40:	9~	Ŀ
II.	5 Baltimore and Susquehanna	58		3,000,000				313,233	213,402	****	100,020	340,940		49‡ 2‡	37	
16	6 Baltimore and Washington	38		1,800,000				1177.227	71.691		219 100	104 500		84		
lt	7 Greensville and Roanoke	18		284,433	37,544	2,000	100				25 368	6 074				
0	8 Petersburg	63		969,880	63,000	7.690	100				1199 871	79.898	2	28 77		
1	9 Portsmouth and Roanoke O Richmond, Fredericksb'g and Potomac*	78	1-2	1,454,171												
	Richmond and Petersburg	10	- 1	SUU.UUN							1195 943	95.600	6			
ŀ	2 Winchester and Potomac*	32	1-2	500,000						• • • •						
1	3 Raleigh and Gaston		1-9	1,360,000												
17	4 Wilmington and Raleigh	161	1-2	1.800.000			••••		•••••		•••••	•••••		• • • • • • •		
17	5 South Carolina)	136		-,000,000			****			• • • •	539 971	140 100		•••••	• • • • • • •	
17	6 Columbia	66		1,800,000 5,671,452 2,581,723		34,410	75	201.464	77.456	••••	328 495	180 704	9	•••••	•••••	
17	7 Central	190						227,532	93,190		020,420	100,704	••••	••••	• • • • • • • • • • • • • • • • • • • •	
17	8 Georgia	147	1-2	2,650,000				227,532 248,026	158,207		248.096	147 593		••••		1
17	9 Montgomery and West Point	89		500,000	170,000											
10	Olexington and Ohio	40	1	450,000							1		!			1
10	Little Miami2 Mad river	40										1			[	1
160	Statem HAGE	40		132 1841			_									
C	Madison and Indiananalia	20		OFFOR THEFT												
	Madison and Indianapolis	56 15		212,000												١

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

### Thursday, August 14, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 24,032 tons, and by canal 7,160 16, making 31,192 17 tons for the

BY RAILROAD.	
From Pottsville and Port Carbon-total	.196.606
From Schuylkill Haven-total	214 030
From Port Clinton—total	0 740
From Fort Cimion—total	. 0,149
Total by railroad	.421,280
BY CANAL.	
From Pottsville and Port Carbon-total	72.514
From Schuylkill Haven-total tons	19 853
From Port Clinton	
From Fort Onnion	. 20,100
Total by canal	.118,098
Total by railroad and canal	.539,481
LEHIGH COAL TRADE.	
Total shipments from Mauch Chunk.	Lehigh
coal and navigation co.	
Summit mines, - 61,517	
	-127,805
Person Mandam railroad and seal se	127,000
Beaver Meadow railroad and coal co.,	40,752
From Penn Haven—Hazleton coal co.,	33,420
From Rock Port-Buck Mountain coal co.	, 10,084
• (	212.061

WYUMING COAL TRADE-total ... MILL CREEK RAILROAD-total ... ...32.018 [Miners' Journal.

### The Great Britain.

This much talked of, and long looked for, steamship has arrived, and has produced a sensation little, it any, less than did the GREAT WESTERN on her first arrival under the same gentlemanly commander Hartford, Danbury & New York Railroad. in the summer of 1839. The passage was made in one or two hours short of fifteen days, notwithstanding line, as we learn from a letter, an extract from which several days of rough weather, and it was remarked we give annexed. This is the way to succeed; first to us, by one of the passengers, that "she behaved remarkbly well, especially when the weather was The writer says: "I am happy to say that the ex.

this wonderful evidence of the rapid progress of the ty and reputation, well known in your state, for the arts; and all, who were so fortunate as to witness survey of the proposed New York and Hartford her beautiful model, and graceful movement as she railroad, and that he has already commenced an expassed up the bay and the East river to her berth, ploration of the route. The interest in favor of this foot of Clinton street, appeared astonished and de- route and the sense of its great importance, are dailighted; and while some gave utterance to their as- ly increasing, and if New Yorkers have their eyes tonishment in remarks that "she will never be heat!" open to solid and profitable investments, this road nopoly, oppressive to the community. and the future" only as another evidence, that we in a few years." are still in the infancy of the useful application of The charter for this road was not obtained withwhere nothing was before known, and very little ate, 111 to 61 in the lower house.

imagined, or anticipated, what may not be accomthousand different modes!

mand, that, in the vicinity of Merthyr Tidvil, there The minority say: is no cessation of labor, not even on Sundays.

which we derive from our journals is the astonishing advance in the value of railway shares since first December last. We have compared the prices of 19th July, with those in our Journal of 2nd table the average amount paid on the shares of which is only £59 6s .- and the average value of which was, in December last, £77 15s., we find the average value, as given in the last quotations, to be £109 5s.! or an average advance in value, from December 1st, 1844, to July 19th 1845, of £31 10., and on the average cost of £49 19s., or over 80 per cent. The advance has not been as great in all, yet almost every railroad in use in England, or indeed in Europe shows a regular increase of business, and advance in the value of the shares-facts cheering to us in this country; and of a character which ought to stimulate us to renewed efforts from our large cities to the interior and especially in New York, Philadelphia, Baltimore, Charleston and Savannah. These cities must see to the completion of the lines terminating in each, and reachof New England and especially with Boston.

We shall give in our next the list of roads referred to, that our readers may have all the facts before

Active operations have commenced on this resolve to succeed and then use the necessary effort. committee have engaged the services of Edward H. Many thousand people thronged the wharfs to see Beoadhead, esq., an engineer of distinguished abilito us she appeared merely as "a link between the past will be completed from New York to Hartford with-

steam power. The first half century has not yet out considerable effort. A rival route and the sound the inhabitants on the line of the road and passed since the first successful application of steam steamboat interest, were arrayed against it, and if receives no opposition except from corporapower to useful purpose, and who can estimate the we recollect, it was reported against by a majority tions already chartered, who would thus seek extent and value of its present use? If, then, so of the joint select committee of the legislature; yet to render their own privileges exclusive, and much has been accomplished, within that period, it was passed by large majorities, 14 to 7 in the sen-

The minority report of the committee, gives the plished with the present experience with its use in a following good reasons why the charter should be granted. We coincide entirely with the reasons of We have received our regular files of English this report, especially with that part which says that railway periodicals by the Great Britain, but find "the legislature shall not withhold the privilege of little new of interest. The numerous applications creating at their own expense the facilities for their before Parliament for railroads are still pushed with industry, which have not been withheld from other vigor, and "the battle of the gauges," seems to be as sections of the state," as well as in that part which far as ever from a termination. The prices of iron says that "as the amount of travel and transportahave receded a little. It was decided at a meeting tion are in all cases greatly increased by railroads, of the iron masters of Dudley district on the 15th of there will be sufficient business for all." We will July, that the reduction of £2 per ton, recommended add, 'all' which the people may build with their own at a previous meeting, should be confirmed; and the means. There is now little fear that the people will prices adopted at the works, were £8 for bar, and pay out their own money to build useless railroads; £3 10 to £4 for pig. There is however great act there is much more danger that they will not build tivity in all the iron districts-and such is the de- all that are necessary, and that would be profitable.

"That the towns upon the proposed route The most interesting, and important information in the interior being destitute of steamboat facilities, and without navigable rivers, have great need of the proposed railroad, and strong claims that the legislature shall not withhold from them the privilege of creating, at their January last-taking thirty of the roads, in that own expense, the facilities for their industry, which have in no instance been refused to other sections of the state.

> "That independent of the long travel, the resources of the towns upon and in the vicinity of the route, and their ability to sustain a railroad with their local business and travel, are fully equal to those of any other section of the state, for the same distance.

"That the route is a feasible one; it does not, like the Western road, cross the hills at right angles, but diagonally, and cannot be more difficult than the road surveyed from for the early completion of the important lines Fitchburg to Brattleboro', which competent engineers have estimated to cost not exceeding \$23,000 per mile.

"That in time of war this interior route will not be exposed to invasion or attacks by ing the fertile regions from which they derive their sea, and will therefore for the transport of prosperity, if they desire to keep pace with the cities troops and supplies, as well as of the public mails, be of great national as well as local

"That inasmuch as the amount of travel them, upon which we base this almost incredible and transportation are in all cases greatly increased by railroads, there will be sufficient business for all; and while this state supports three railroads running from north to south, it can at least sustain one running from east to west, and thus accommodate those towns which have not the good fortune to be located in the direction of the river vallies or upon the sea coast

> "That since the legislature do not undertake to reduce the tolls and charges of any chartered companies, whether exorbitant or not, the only way to protect the public adequately, is to create the fair competition of new routes, and thus prevent any one company from assuming the character of a mo-

> "That his road is called for by the real wants of the public, and not by speculators; it is supported by the undivided approval of utary check of competition."

21 Token House Yard, ) London, July 16th, 1845.

you on the 4th inst., by the steamer Great ing his attention to railways, he became companies do not lay themselves out for car-Western, and then told you there was no ce- chairman of the "York and North Midland rying cattle, horses, sheep, pigs, poultry, etc., lebration of the anniversary of our country's railway company," and numerous other com- as much as they ought to. In this country, national birth in London, but I found, subse- panies, whereby he has made an immense the transportation of these animals is a source quently, that this day did not pass over unce- fertune, and is now a millionaire of the 1st of a very large and increasing profit. It is lebrated and forgotten, for I learn by the rank. It Pennsylvania had a George Hud- found the loss to cattle by bringing them to newspapers that Mr. Forrest, Mr. Wickoff son to buy up the Philadelphia and Colum-market on the hoof is very much greater and others of our countrymen met and did bia railway, the Lancaster and Harrisburg than the expense of conveying them in quick honor to the memorable day which should and the Harrisburg and Chambersburg rail- and comfortable railway trains. I am happy our nation exists. I now enclose you Brad-burg he would confer inestimable benefits wrote to you. I could now get good edge shaw's monthly railway guide, which will upon my own state, Pennsylvania, where for rail of the common patterns used in Amerigive you much information respecting the want of a man of commanding influence and ca, at £9 per ton, less 5 per cent. discount for path's Railway Journal, received since I concerns languish most deplorably. It is a further abatement of price, for there will be sent the last five or six numbers by the Great miserable plan to have three railway corpo- at least 2,500 miles of double track railway Railway Chronicle, an excellent weekly pub. burg. If the three concerns were under the sion, which with rails at 75 lbs. per yard, lication on railways, which with Herapath's administration of one company, or under one and all the accessories will require at least I will continue to send you regularly by each head, the expenses would be incalculably di- 500 tons per mile, which will require a good and York, where Mr. Hudson resides .structives, but George Hudson is only great little use to the community. in the good deeds he is constantly effecting come to their proprietors. The moment Mr. and the travelling community. Hudson undertakes a thing, it succeeds.-There are numerous examples of his buying up railway companies that yielded either no friend, Mr. Cresson, of Philadelphia, had cir-they were then, I will be obliged if you will dividend at all or only a nominal one of 1 or culated after publishing a letter I wrote to republish this letter again, and I accordingly

(Foreign Correspondence of the American Railroad Journal.) vidends among the proprietors. Mr. Hudson increases amazingly the number of travellers was a few years ago, a haberdasher (a shop in a line of country where population exists keeper) in York, where he made a comfort- as is the case between New York and Wash-Dear Sir:-I had the pleasure to address able fortune, but since he commenced divertington. It appears to me that our railway always be kept in remembrance as long as ways, and then carry on the railway to Pitts- to say that railway iron has declined since I British and Continental railways, also Hera- talents, railway transportation and railway cash. I do not suppose there will be any Western, together with five numbers of the rations between Philadelphia and Chambers-sanctioned by parliament at the present sessteamer. I think with these two London pa- minished, the efficiency would be immeasur- lot of iron, but as this supply will not be pers you will get all the information you can ably increased, and the shareholders as well wanted immediately, but will be required desire respecting European railway improve- as the whole community would be excessive- from time to time during the next two or ments, which are going on with great spirit, ly benefitted. The amalgamation of small three years, I do not think it probable the not only in Great Britain and Ireland, but railways with larger ones, has been practised price will advance again to the high rate it also in most countries on the continent. In in this country by Mr. Hudson, with singu-did in March and April, the result of the ef-Herapath's Journal of July 5th, you will find lar advantage to himself, the different com- forts of speculators. I see by your journal an excellent article on George Hudson and panies and the whole community, and I trust that most important railway projects are con-George Stephenson, well worthy of republi- this excellent example will be imitated in templated in our country. The completion cation in your Journal. So also, in the Rail- New York, by getting the whole line of of the road from the Hudson to lake Erie, way Chronicle of July 5th, you will find an roads between Albany and Buffalo under the New York and Albany road, and the article on George Hudson, who is generally one management, and also in my own state, several routes from Boston towards Montreal. called the "Napoleon of railways," but in by amalgamating the railways from Phila- These are all of vast importance, and I hope my opinion, this really useful man is worth delphia to Chambersburg, and having one most sincerely they will be carried on, but I as many Napoleons and Alexanders (falsely efficient and judiciously conducted adminis- fear the high price of iron with \$25 per ton called great) as could be placed between this tration, instead of the present three most in- duty, will offer a most serious impediment to efficient and expensively conducted concerns, their construction. I hope congress, legisla-Great warriors are great murderers and de-nearly worthless to the proprietors and of ting for the whole country, will take this

by means of his extraordinary judgment- find an article headed "American railway duce it to a more reasonable scale. I really great and indefatigable exertions aided by his management," and refers to "our intelligent hope when our Pennsylvania iron masters great capital. He has so much of the pub-contemporary, the editor of the American come to view this important matter in its true lic confidence that every one rallies around Railroad Journal," and gives sound advice light, that they will no longer oppose a meahim and enables him to effect the most as-respecting the reduction of fares upon our sure which is calculated to promote the prostonishing public works, many of which, until American roads, which between New York perity of our country in a most important he appeared upon the stage, were in a state and Washington are too high, and might be nanner, without interfering with their own of abbeyance or neglect, and produced no in-lowered with great profit to the proprietors profits. Some time ago, you published my

JULY, 17th.

2 per cent. per annum, which after being him under date, January 2, 1845. As this send you a copy of it. I hope all the railunder his charge for 18 months or two years letter contains some information, it may be way companies in the United States will have become valuable, and now produce 8, worth while to republish it in your Journal. unite in application to congress, to effect an 10, 12 and even 15 per cent. per annum di-There is no doubt that diminution of fares abolition of the duty on railway iron, at least

matter into consideration, and, if not abolish In Herapath's Journal, July 5th, you will the duty altogether for 10 years, at least reletter on this subject, to the secretary of the treasury, and as all the arguments are equal-I send you a newspaper slip, which my ly strong in favor of this measure now, that

on edge rails, for ten years, by the expiration of which time, I hope our countrymen will dent were true, how fatal would it prove to 396, 306, 360, 315, 450: av. 308 lbs. be prepared to manufacture all kinds of iron at home. I have marked in the Railway Chronicle, a notice of the steam pile driver, well worthy of your attention. In the same tended as a shaft aimed at this valuable road, number, (for July 12th,) I have marked several other articles, which may be worth your nal; but not regarding the immense amount looking at. In the Railway Guide, are two of tonnage which a portion of the rails on maps, of Ireland and Great Britain, which this road has already borne without injury in show all the railway projects now contemplated. I shall always be happy to serve you, and remain, dear sir,

Most sincerely yours, GERARD RALSTON.

### Wear of Iron on Railroads.

For the American Railroad Journal.

Mr. Editor:-Is not your correspondent J, giving himself unnecessary anxiety on the subject of the wear of iron on railways.-May it not be, that owing to an interested partiality for water carriage, the thought is in his case father to the wish.

Without, however, discussing the truth of the premises by which he comes to the deduction that the said wear is equal to one cent per ton per mile, which is in fact destructive to the future prosecution of the railway system, we may, in ample refutation of any such assumption, refer to the immense spread of that system in all parts of the world, feeling assured that were there any such destructive flaw in it, we should have devoted to the discussion of railway progress. On the contrary, what has appeared in these journals goes to establish the fact that, a railway bar of good quality and form will not wear at a rate beyond the means of provision, by a moderate annual appropriation from the earnings of the road, as for its other component items, and therefore can be maintained forever doing any amount of business.

In the case of the Lowell railroad 26 say \$66 per ton-to what does such an assumption of wear tend;-Take its business for 1845 at 180,000 tons, and that for 1846 of two years, near its dissolution, and the ture noted: tonnage have then reached the point at which the rail will require renewal every year with the following weights: three cases,thereafter. Thus if the business of this road 657, 774, 801 lbs.: av. 744 lbs. only continues to increase in the same rapid ratio, its existence will soon be brought into one half its bulk of sand, broke with the fola very narrow span. Its directors have now, however, been awakened to their danger, by your correspondent, and we may soon hear 783, 954, 522, 558: av. 721 lbs. from them directly whether they sanction such a doctrine.

If, indeed, this position of your corresponthat great work the Reading railroad, so particularly the friend of the poor; and we strongly suspect it to have been mainly innow materially interfering with a certain capast years, we are willing to await the result of that which will pass on its new track in the present year of 1845, which cannot be less, of coal alone, than 800,000 tons, in the full confidence that one position above will be maintained, and that its then condition will afford ample guarantee of its long after continuing to be "fit for safe usage." And who can question the fact of the line of this road soon presenting an almost continuous succession of furnaces, forges and rolling mills, and affording it unrivalled advantages for the cheapest renewal of its rails, small as the demand in this respect promises to be. F.

Hydraulic Cement.

The following extract from a letter in relation to Lawrence's Rosendale Hydraulic Cement," may be useful to some of our readers, we therefore give it a place in the Journal, with the remark, that every barrel is warranted.

For the American Railroad Journal.

FORT ADAMS, R.I. ) July 11th, 1845.

D. J. Ogden, Jr., Sir :- Several years ago had it sounded in the various English, Ame- a great variety of mortars were mixed at the Lawrence cement was the cement used. The mortars were made into prisms 6 in. long and 2 in. square. They were broken just one year after they were made, and the weights producing the fractures carefully ascertained. The prisms 6 in. long were supported for an inch at each end, leaving 4 in. pan into which sand was poured until the

A mortar of Lawrence cement alone broke

A mortar of cement, measured dry, with lowing weights: fourteen cases-918, 738, 936, 666, 495, 738, 486, 612, 684, 1,008,

A mortar of cement mixed with an equal

weights: ten cases-315, 225, 130, 220, 360,

A mortar of cement mixed with double its bulk of sand, broke with the following weights: eight cases-117, 270, 117, 162, 126, 211, 135, 209.

Here is something from which to judge of the strength of mortar made of Lawrence

I have used it under water, in cases in which it had to be lowered into the water in buckets, the buckets upset when the concrete had been lowered to the point of deposite, and upset too, directly in the water. This is the severest trial of cement. I filled a large hole in a wall, under water last year, with concrete made of this cement, and the filling perfectly answered its purpose.

It has been the only cement used at this work for many years, and it has proved to be an excellent material, in all its applications.

### American Railway Management.

It affords us much pleasure to learn that we are fully sustained in our views on the subject of "low fares, frequent trains and high speed for passengers," on railroads, by that able, independent, and we believe, the oldest English railway periodical, "Herapath's Journal and Railway Magazine." It is well known, perhaps too well for some of our readers, that we let no opportunity pass, of inculcating this doctrine. Yet we did not hesitate to oppose the attempt made last winter, in our legislature to appoint a commissioner and to compel the railway companies, from the Hudson west to Buffalo, to reduce their fares. We should cheerfully advocate the pasrican, German, French and Russian journals this place, for the purpose of ascertaining the sage of a law relieving those companies from the relative strengths of different proportions of present restrictions upon their carrying freight-becement, lime and sand. In all these mortars cause it may save money to the people and reduce the canal tolls-and would not object to couple with it a clause prohibiting them from charging to exceed 3 cents—we believe 21, or even 2 cents, would be better for the companies-per mile for passengers and a like amount per ton for freight. They will yet adopt rates as low as these from choice, because they will find it for their interest to do so. It was not just however to restrict them further on passengers unless they were relieved from the prohibition to carry between the points of support: a stirrup of freight, therefore we published and sustained their miles long with a rail 56 lbs. per yard, at iron with a knife edge, just so dull as to pre-remonstrance to the legislature-and it is that revent any cutting action, was hung over the monstrance published in this journal, which called middle of the prism, to this was attached a forth the following exceedingly just and appropriate remarks, by the independent and able editor of Herapath's Journal, on "American Railway Manageat 200,000 tons: it should thus be at the end prism broke, and the weight producing rup ment." The views of the writer are clearly and forcibly expressed, and well sustained by numerous undeniable facts, and we desire to thank him for coming to our aid in this contest with a few powerful companies, and for expressing and sustaining our views in a manner so much better than we could do it ourselves. We will also assure him that the people here—the millions who travel—and at no distant day the shareholders also, will fully appreciate his motives in, and feel grateful to him for, thus calling attention to the subject, and furnishing them with important facts, which must ere long produce the desired result. For ourselves we cannot bulk of sand, broke with the following more forcibly express our approval of the motives

which dictated the remarks, than by republishing theirs—namely, about  $1\frac{1}{1}$  d. per mile. What why, as clear as daylight, that the interests them in the Journal, and also by requesting their will they say to that? We could quote ingeneral re-publication in those papers with which numerable other instances in which our fare cal. that the better the one is served, the we exchange. Great good will surely follow their is much less than theirs at 2d. a mile. Such higher will be the dividend of the other. re-publication in this country.

instances, the Americans, notwithstanding Leeds charge about 1.65., or a fraction high-people are widely different, and therefore a their long and cheaply-constructed railways, er than  $1\frac{1}{2}d$ , three cents. The former of comparison does not hold. If there be any impose a fare about equal to that charged in these lines cost about £300,000 per mile, and cheap travelling in America; for undoubted the latter £60,000 per mile. appears to us quite opposed to the "Go-a-have fares to suit every class; any one that ly of the two, the Americans, both from cirhead" principle of that people, unless it be pleases so to do is allowed to avail himself cumstances and inclination, are more prone in the wrong way. Considering the relative of either uninterruptedly. Every line in the to low prices, and being proverbially of merpositions of the two, the Americans should kingdom is compelled to carry passengers by charge a fare much cheaper than we do. The the third-class at 1d. a mile, and it is a matter average cost of their railways is perhaps, at of notoriety that some of the first merchants the greatest, not more than a sixth of the cost in this country have been, and are frequently, ly" and inexpensively from place to place. We trust that these remarks will be recost per mile to be £5,000 which we believe result? Why it has been found, without is a full estimate, six times that amount exception, that the company is not in the same spirit in which they are intended to be would make our average £30,000 per mile- least prejudiced by it, and that cheap fares made. a sum which we heartily wish we could say produce the largest and most profitable in- Editor of the "American Railroad Journal" was a fair average of what our railways come; that invariably where a reduction in will, we are confident, do us that justice.have cost. Further, the Americans are not the fare has been made a more than propor- And if he would but expound to his railroad surely in a position to afford to pay as dearly tionate increase in the number of passengers countrymen the results of our experience, as we can: money is a much more prevalent has taken place. This, one would suppose, rather of an extensive nature, he may serve and cheaper commodity here than it is there. was the case only where the class of passen-them a good turn, by leading them to adopt Looking, therefore, to these two circumstances gers was of a poor description, or where the generally the mutually advantagous low-fare alone, the much less costly nature of their fares were too high to admit of a large traffic. System. The force of example is great. lines of railway, and their inability to pay But no, it is not so. We have a notable inprices comparatively high, it is quite clear, stance to the contrary in the London and to be on a par with our accommodation, their fare should be considerably lower than ours, largest and most wealthy description of traff written article on the relative progress of instead of being, as it is, about equal to it.

nal" a report in the shape of a "remon-the company, as an act of generosity towards strance," of the several companies on the line the public, and expressly with the object of of railway from Attica to Albany, against handing over to the public a portion of their ner as well as to sustain them by figures and sundry petitions of the inhabitants. The object of these petitions is to induce govern- whole of their fares. What follwed? Conment interference to reduce the fares, to ap-point a government commissioner, and to com-immediately attended by an increase of trafpel the companies to run night trains.

against their own party as against other na- the reduction they made. The reduction tions; but still, making allowance for this was not calculated to produce, as one would propensity, we fear there is some cause for suppose, a greater number of passengerstheir complaints of the manner in which the reduction, we will say, at about the rate of railway companies treat them. We imagine £1 7s. 6d. to £1 5s. We have the experithat the very terms of the remonstrance af. ence of nearly every line in the country fecting the fares are sufficient to pour down which has tried the experiment, lines carry upon the devoted heads of the directors peling passengers of all grades, to show that the titions without number from enlightened citizens of New York. Therein they (the directors) "claim that four cents per mile is a er day that the chairman of the Manchester find themselves mistaken, when Boston, reasonable fare." Four cents is rather more and Leeds railway, than which there is not than 2d. a mile; we understand the petition a railway on which a large traffic is more ers to require its permanent reduction to 1½d. per mile, or to three cents. Now 2d. a mile of the house of lords, that at the outset of over their long and cheaply constructed lines, their career, finding the traffic did not pro-levied upon a public to whom 4s. 2d., is, per-duce a sufficient dividend, the directors rehaps, equivalent in value to 6s. with us, cersorted to the bold, and some would say insane, tainly does appear a heavy charge. Why, what will our American directors say when of the fares; and had succeeded in creating we tell them that one of our highest-fared by that means an immenso traffic, and in raisrailways, and one, too, of our most costly lines, upon which upwards of £50,000 per the large one of 10 per cent--more permathat of the Schuylkill canal and Reading mile has been expended, the Great Western nent, because they depended less on the capriral railroad: a few years since the canal carrailway, charge an average fare less than ces of a few. What do all these facts show?

is the Blackwall, where the average is a shade fic to an extent that the company derived a

Perhaps it will be argued, that the charac-If we may be permitted to judge by a few above 11d. per mile. The Manchester and ter and habits of the American and English

Our intelligent cotemporary, the

### New York and Boston.

fic of any in the kingdom had for years ex these two cities in the "Morning News" of We have been led to make these remarks isted at a certain fare; the line, as we all 7th inst. The writer of it has clear and corby seeing in the "American Railroad Jour-know, prospered well upon it; so well that rect views on the subject, with the ability to observation of every property holder, and business man in this community.

The great difficulty, in arousing the peo-We are aware that the people of America enjoy in general the character of being stirring fellows, and are as prone to agitate general opinion entertained by those who are "to the manor born," that New York has natural advantages so far superior to those of other cities, as to render all their efforts to compete with us of no avail; therefore it is quite unnecessary for them to build railroads, or other artificial means of communication, Portsmouth and Portland shall each have opened an easy and rapid means of communication with the canals, and the great and fertile west! When the means of avoiding New York shall be much more complete, and cheaper than those for reaching her, they will then find their relative position, as it stood ten years ago wonderfully changed. It will be somewhat similar, we imagine, to

These enormous dividends induced parties, roads. The "News" says: not interest in the canal, to undertake to construct a railroad to compete for the coal carrying trade. At which those interested in the canal, turned up—not the whites of their eyes but—their dignified noses in utter contempt: but—their dignified noses in utter contempt; railroads, run a race of rivalry with this city. Our as many of the people of New York have at with the most perfect display of Dutch phlegm, and the idea of anything like successful rivalry from Boston; and instead of paying off their loans, or enlarging their canal, and strengthening their connection with the mines by laying down the necessary tracks, and furnishing cars to the colliers, and reducing their charges for toll, they go on ridiculing the railroad-continue their high charges and making large dividends until, in the face of making large dividends until, in the face of almost insurmountable difficulties, a single track of the railroad is completed to the coal region, and put into use, in competition, until the region in the prosperity of the two cities? If we compare the year 1841 with the der great disadvantages, with the canal. year 1844, the result is as follows: Short of motive power, short of cars, and short of money, and without any connection with the mines, they commence the transportation of coal in 1842, and got down that year by Decrease. the railroad has laid a second track, increased its motive power and cars, formed important and permanent connection with the mines, until they were able to bring down in the month of July past, notwithstanding two holidays, 104,565 tons of coal: and the canal during the same period brought down 25 or 26,000 tons, thus completely reversing the position of the two companies in three years. The success of the railroad has put the canal company earnestly at work, now they have lost the business, to regain it. They long since ceased making dividends, have reduced their tollsand are enlarging the canal; and are resolved to regain what they have lost-which they will find more difficult a task than to loose it. So it will be with the citizens of New York, when Boston, Portsmouth and Portland have each their railroads penetrating the interior, with their business connections formed Receipts ...... \$1.078.057 througout the Canadas, and the western states -they will then be obliged to construct railroads and will find it no easier task to regain the business she has lost—but might have retained—than will the Schuylkill canal company to regain the coal trade. We ask the serious attention of our city readers especially to the following, and shall consider ourselves fortunate and well compensated for any amount of effort, within our power if we can be instrumental in arousing our citizens to the importance of immediate action which shall those of New York."

the same proportion to the assessed valuation, as do proposed, must take place there is no doubt

and were able to divide 15, 18, and even 20 effect the construction of the New York and per cent. and over, among the shareholders. Erie, and the New York and Albany rail- the Londen railway Times of 5th July that

> Boston has gone ahead in a surprising manner. As an indication of this progress we will compare the personal and real estate valuations on which taxes were levied, for three years, as follows.

1841. E	loston.	New York.	
Real estat	e 62,063,000 36,043,606	186,350.948 98,106,606 64,843,972	251,194,920
Real Personal	65,509,500 41,223,800	176,489,042 106,733,300 61,294,559	237,783,601
1844. Real Personal	72,048,000 46,402,300	171,936,591 118,450,300 64,023,456	235,960,047

	Bos	ton.	New York.					
	Real Estate.	Personal.	Real Estate.	Personal.				
1841.	62,063,000	36.043.600	186,350,948	64,843,675				
1844.	72,048,000	36,043,600 46,402,300	171,936,591	64.023,45				
Ingrees	0.005.000	10 259 700						

York city has lost, and Boston has gained, is \$35-000,000, and between what New York should have gained, \$50.000,000—enough to build ten railroads between here and Albany. Yet with many noble enterprizes halffinished in our vicinity, no more life is apparently among moneyed men than if New York had a charterered right to all the business in the country. The wealth which Boston has acquired by her past enterprize has given her the means and the impulse to prosecute new ones. Already she is strengthening her communication with the lakes through the Ogdensburgh road, by which route she will have the cheapest and shortest channel for goods banker knows and feels daily in the character of the drafts discounted, how rapidly business connections are forming in Boston and breaking off from New York. The capital of Boston is ample to afford the greatest acilities to to business, and when once the channel is open she will have the whole of it. When western connections are once formed in Boston how will they be got back? They never can be recovered. If once, through the inertness of our citizens, the trade is lost, it is lost forever.

"The receipts and expenses of the city of Boston, as compared with New York, for the year ending May, 1845, are as follows:

New York.

**\$1 536 781** 

Boston.

Expenses	869,575	1,536,781
Bal'nce on hand	130,872	
"The heads of	expenditure	compare as follows
	Boston.	New York.
Watch	\$47,905	\$265,021
Lamps	24,749	146,246
Street cleaning.	41,956	121,793
" Repairs	38,732	33,663
Alms House		249,121
Police	9,762	35,080
Salarina	27 176	002 220

"The total expenses in Boston bears very nearly

Salarires..... 37,176

State tax ..... 25,488

Canada West Railroads. - It appears by the Huron and Ontario railroad has found substantial aid in England.

Huron and Ontario Railway,-This great Canadian undertaking continues to excite attention in the city, which will, we have reason to think, be shortly increased when circumstances have transpired, to which at present we can only allude. Of course we mean the progress towards a closer union with the Canada company, who naturally ought to be the parties to project and carry out the line. The most perfect understanding at this moment exists between the companies, so that we doubt not to be able in another week to announce a board of direction strengthened by some of the first names in this city. Of this we are certain, that the shareholders of the railway company will be indebted to the promoters of this union for their ultimate success-acting in opposition to the views of the Canada company failure was inevitable.— Nothing now need retard the company from immediately following out its original scheme of a direct line from Toronto to Goderich, which is, in fact, in a national point of view, the only one deserving of English support. The Canadian papers, just recieved, are full of reports of public meetings at Goderich, great efforts 49,000 tons, while the canal brought down that year, if we recollect correctly, nearly 500,000 tons. Since that period in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in these figures the palpable effects of Hamilton, and Toronto, in support of the rail-to-make the completion of the Western railroad, upon the fortunes of Boston while New York has "remained in her shell." The difference between what New in these figures the palpable effects of Hamilton, and Toronto, in support of the rail-to-make the completion of the Western railroad, upon the fortunes of Boston while New York has "remained in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot, the agent of the Canada company in her shell." The difference between what New in the spot in the shell was a spot way, to which 25,000l. were subscribed on putting down 3,000l. towards the expense of the survey.

There will be little difficulty in obtaining English capital to aid in constructing railroads in Canada. There are various reasons why it should be so; one of which is that it will be a good investment, another it will be as good as fortifications, or armies in case of

The Scotch Pig-Iron Trade.—The manufacture of pig-iron in Scotland says the London Mining Journal of 28th June, is steadily on the increase. In the Mining Journal, of the 7th inst., we gave a tabular statement of the number of furnaces in existence and in operation, from which it will be seen that, up to the end of May, the total number of furnaces in Scotland was 91, of which 75 were in and 16 out of blast. We now find, from the follwing table, that up to the end of June there are 99 built, 12 building, and 90 in blast, being an enormous increase in so short a time, and fully proves that there exist capabilities for increasing the make of iron in proportion to the demand, to an extent which some of our contemporaries have deemed impossible. We have seen it asserted, that "not another furnace could be blown in within 12 months;' yet here we have an additional number at work, capable of producing several hundred tons of pig-iron per week. That an enormous and continually increasing demand proposed, must take place there is no doubt,

but we think that it will be found that there is capital and enterprize among the iron masters equal to the emergency; it is the system of speculating on the demand, buying for the account, and not the demand itself, which has caused so much of the unpleasant consequences which have, of late years, at intervals marked the iron trade; were all transactions bona fide sales, and would the smaller makers abandon the often ruinous practice of taking large orders, which it is not in their power to execute, the iron trade would be as steady as any branch of commercial business—pay
Norwich and Worcester railroad.—Accommodation trains, daily, except Sunday. Leave Norwich and 4‡ p.m., leave Worcester at 10 a.m. and 4‡ p.m., leave Worcester, connect with the Boston, Western and Worcester, connect with the Boston, Western and Springfield railroads. New York train, via. steamboat, leaves Norwich for Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 20 clock; leave Worcester for Norwich and New York at 5½ p.m. daily, except Sunday; leaves Worcester, connect with the Boston, we York at 5½ p.m. daily, except Sunday; leaves Worcester for Norwich and New York at 5½ p.m. daily, except Sunday; leaves Worcester for Norwich and New York at 7½ a.m. daily, except Sunday, and arrives at Norwich at 9½. but we think that it will be found that there any branch of commercial business—paying a good per centage for the capital invested and supporting a very large amount of ed, and supporting a very large amount of the working population in comfort and content. The following statement shows the number of blast furnaces, and weekly pro-lows: Leave Boston at 7 and 11 a.m., 2 1-2 and

produce 9960 tons.

The stocks of pig-iron in Glasgow have, trains will run as follows: Leave Boston at 7 a.m., in fact, increased to an enormous amount, 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 12 p.m. and 42 p.m. causing many to believe that the supply has outstripped the demand, but which, we bespeculating for a rise, and when such a situation of things becomes general, however, the price might for a time be bolstered up, the "crash" must come at last. To attain permanent prosperity in so extensive a branch of industry as the iron trade, the supply should go to a certain extent hand in hand with the demand; and now that German, French, and American capitalists, are successfully improtes the supply should grant and now that German, French, and American capitalists, are successfully improtes the successfully improtes the supply should grant and now that German, French, and American capitalists, are successfully improtes the successful to the successfully improtes the successful to the succes ving their make, and competing with us, it and Montreal. is time that English and Scotch iron manuless speculation, may be lost to them for ever.

AWRENCE'S ROSENDALE HYDRAULIC L Cement. This Cement is warranted equal to 32 any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in as it sees must solidity for years. For sale in lots to suit purchasers, in tight paper-ed harrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Boston and Maine railroad—Upper route. Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Mover, North Andover, Havernin, Excer, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, ¼ p.m.; for Haverhill at 7½ a.m., 2½, ¼ days excepted, at 5 o'clock p.m.; accommodation and 6½ p.m.; leave Portland for Boston at 7½ a.m. and 4 p.m.; Dedham, rains leave Boston at 7½ a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston at 8 a.m. and 4 p.m.; Dedham, rains leave Boston and 3 p.m.

12 m., and Andover for Boston at 41 p.m.

Superintendent.

Norwich and Worcester railroad .- Accom-

Superintendent.

Boston and Lowell Railroad, Summer Arduce of pig-iron in Scotland, in June, 1845: 51-2, p.m.; leave Lowell at 74 and 11 a.m., 2 and Building 12, built 99, in blast 90, weekly 51 p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger 32

Concord and Nashua Railroad.-Passenlieve, to be only the effect of the iron masters ger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and American capitalists, are successfully impro-treal. Stages also run from Haverhill to Stanstead

Woburn Branch Railroad .- Special trains factures should take measures to secure those will run as follows: Leave Boston at 8 and 111 a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 1 1-2 and 51 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.
WALDO HIGGINSON,

Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at Tiverton, 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave 32 Concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 7 1-2 and 10 1-2 a.m., 4‡ p.m.. leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m. On the arrival of the two morning trains at Charlestown for Concord at 6 p.m. the property of the two morning trains at the principal of the two morning trains at the pri

Portland, via Salem Newburyport, Portsmouth and Saco. Trains leave daily, except Sundays. Boston for Portland 7½ a.m. and 2½ p.m.; Newburyport and Portsmouth 7½ a.m., 21-2, 51-2 p.m.; Salem 7½, 9, a.m., 12½, 21-2, 31-2, 51-2, 6½ and 8 p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, 14, 6½, 8½ p.m.

Boston and Maine railroad—Upper route.

mer arrangement.—For Worcester and way stations at 7 1-2 a.m., 1 3-4 and 5 p.m.; for Milbury at 71-2 a.m., and 5 p.m.; for New York, by Norwich and steamer, 4 p.m.; day line for New York, by Long lisland railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 4 1-2 p.m. Newton trains, 32 daily, except Sunday, from Boston at 9 1-2 a.m., 3, 5½ and 7 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; from Newton at 7½ and 10½ a.m., 4 and 5 p.m.; for Milbury at 71-2 a.m., 13-4 and 5 p.m.; for New York, by Long steamer, 4 p.m.; day line for New York, by Long and 5 p.m.; for New York, b and 6 p.m.

Fares are less at the ticket offices than in the cars.

WM. PARKER, Sup't.

Providence at 8 a.m. and 4 p.m.; Dedham trains A special train will leave Boston for Andover at leave Boston at 8\frac{1}{4}, a.m., 12 1-2, 3 1-2 and 6 1-2 p.m.; Leave Boston at 7 1-2 a.m. and 4 p.m.; Dedham trains leave Boston at 8\frac{1}{4}, a.m., 12 1-2, 3 1-2 and 6 1-2 p.m.; Leave Dedham at 7 and 10 a.m., 2\frac{1}{4} and 5\frac{1}{4} p.m.; Stoughton trains leave Boston at 12 m. and raverse streets.

CHARLES MINOT,

CHARL WM. RAYMOND LEE, Sup't.

Western Railroad. - Summer arrangement—Passenger trains leave daily, Sundays excepted, as follows: Boston 7 12 a.m. and 4 p.m. for cepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Boston; Springfield 7 a.m. and 1 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 7 1-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodicing steamers of lelea and thence by the commodious steamers of lake and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 p.m., lodge at Springfield or Hartford; leave Springfield at 9½ a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 7 1-2 a.m., proceed at 1 or 4 1-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston.

agent, 27 State street, Boston.

JAMES BARNES,

Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Railroads-Trains leave Boston for Taunton and New Bedford at 71-2 o'clock a.m. and 4 p. m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7½ o'clock a.m. and 3† p.m.; leave Taunton for Boston and Proviat 8‡ o'clock a.m. and 4‡ p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afsteamens for New York. Morning cars connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday.

W. A. CROCKER, General Superintendent.

Fall river Branch Railroad. - Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 7½ a.m. and 3 p.m.; trains leave Fall River for NeeB p

ford at 71 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them on-ward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all 142 Front street, New York.

37 Orders for the above will be received and promptly attended to at this office.

38 PASSENGER LINES FROM BOSTON.

19 Eastern Railroad—Boston to Eng. and Vermont.

20 Eng. and Sup't.

21 Boston and Worcester Railroad.—Summer arrangement.—For Worcester and way stations and benefits a will eave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

22 Eng. and Sup't.

23 Boston and Worcester Railroad.—Summade from common and double refined iron; there are an object iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; made from common and double refined B. O. iron; the latter a very superior article. The tires are mer arrangement.—For Worcester and way stations are portland 74 a.m., and 24 nm. NewYork by Norwith and sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made by Messrs. Baldwin & Whitney, locomotive engines manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

sed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa. ja45

OR SALE, AT A SACRIFICE — A LOCO-motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and wa-ter, about 9 tons. This engine and tender are new,

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse ""

I Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists, May 12tf Alexandria, D. C.

## FROM PHILADELPHIA.

For Mauch Chunk and Wilkesbarre.—
By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

PETERS, HAMMIT & CO.

Line via Wachington City and the Only in the Co.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace.

Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pitsburg can be procured at the Depot.

Direct to New Orleans, and at the following redutives the street of the second street of the stre

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Maryland.

ryland.

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 7½ a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in the 7½ line.

JACOB PETERS & CO. 31

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

Susquehanna Line of Railroad Cars and Post Coaches.

This line leaves the depot, corner of Broad and Charleston next modules for Sundays excepted at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, under the White Swan Hotel.

S. STILES, Agent.

S. STILES, Agent.

day at 12 m. and Charleston next module.

Fare through \$21.

For Philadelphia (Union Line,) via Chestage ders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, apeak and Delaware Bay, and Newcastle and Frenchtown Railroad.—The well known steamboat Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Bowly's wharf, foot of South street, at 8 o'clock, p.m. daily [except] Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delistates.

S. STILES, Agent.

S. STILES, Agent.

S. STILES, Agent. Susquehanna Line of Rail-

FROM BALTIMORE

from foot of Walnut street, at 9 a.m., and 5 p.m.—

Fare \$4.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class, \$3. To Reading \$2 25. \$10. Between Baltimore and Wheeling \$13. \$10. Between Philadelphia \$10. Between Philad

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order, 31 D. J. FOLEY, Agent.

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and

and 4½ p.m. Leaves Wilmington at 7 a.m. for Baltimore. By Newcastle & French-town Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.

G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Sussession of the Sussession o Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston S. C. at 6 a m. Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.-Leave New York at 5 o' Way Matl Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.;
arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steambout.—
Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

31 STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next

Morning Train for Phila-

EAST.

By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2.25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.

Fare \$4.

For Reading and Patterille Rule Patterille Rule Fare in either direction between Rule Fare \$3. For Philadelphia for Philadelphia, is the mail train which leaves Prant street depot, at 8 p.m.

Fare \$4.

For Reading and Patterille Rule Fare in either direction between Rule Fare \$3.

Fare in either direction between Rule Fare \$4.

Fare Reading and Patterille Rule Fare in either direction between Rule Fare \$4.

Lancaster, by the Baltimore and Susquehanna rail-road. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3 50.

CEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descripions.t ja451y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans Specifications and all information obtained

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, ja45

Reading, Pa Meaning, Fa.

MACHINE WORKS OF ROGERS, KETCHum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles,
manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most invested.

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

### FROM NEW YORK.

New York and Harlem Railroad Company.

Leave City Hall for Yorkville, Harlem and Mor-Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31

New York and Erie Railroad Line.

For Middletown, Goshen, and intermediate places Two daily lines each way, as follows:—For passengers—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the St. Nicholas, Capt. Alex. H. Shuitz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

PASSENGER LINES FOR THE NORTH AND WEST.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. trains, 30 minutes and the street of the steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday.

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to

P. C. SCHULTZ,

At the office on the wharf.

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtland and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M.,

to Boston and Albany; 8½, do., do., do.; 10½, do.,
do., do.; 2, P.M., to Boston and Albany; 4, do.,
do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do.,
do.; 12, M., or on arrival of the Boston train; 3,
P.M.; 6, P.M., or on arrival of the Boston train.—
Fare, 12½ cents.

Passengers at Albany should recovered.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 31, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

11 L. R. SARGENT, Superintendent.

L. R. SARGENT, Superintendent.

Lake Champlain Sleamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Passage \$2, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board.

H. D. FILKINS,

Agent, Troy.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

time for the above boat next morning.

PASSENGER LINE EASTWARD.

Long Island Railroad Brooklyn depot.—Boston train, 8½, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stepring places between Wielswille, and all the stepring places between Wielswille, and all the stepring places between Wielswille, and all the stepring places. and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train at 61, a.m., and 21, p.m., daily, for Brooklyn and intermediate places.

The steamboat Statesman leaves Greenport for

Sag Harbor twice each day, on arrival of the trains

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Regular Mail Line between New York and Boston via Slonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massachusetts, Capt. Comstock; Mohegan, Capt. —; Narragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays,] at 6 o'clock, p.m., from New York, and from Stonington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 6; p.m. The Rhode Island on Mondays, Wednesdays, and Fridays; the Narragansett on Tuesdays, Thursdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence, direct, on Tuesdays, Thursdays, and Saturdays, at 5 o'clock, p.m.

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays.

Hoasatonic Railroad; Bridgeport and New York. The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified.

R. B. MASON, 31

Superintendent.

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Ra New York and Philadelphia Rautorad Line—Direct. Leaves New York daily, from the foot of Liberty street. Morning Line, 9 o'clock, A.M. Mail Pilot Line, 41 o'clock, P.M. Fare in first class cars, \$4. Second class cars, \$3.

Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened have because the conveyed from the conveyed from

by the way. Each train is provided with a car, in which are apartments and dressing rooms express for the Ladies' use.

Camden and Amboy Railroad

Line.—For Philadelphia
and intermediate places. Leaves Pier No. 2, North and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 5½ o'clock A.M. Passengers will take the cars at South amboy. Fare to Philadelphia, \$3. Forward deck passengers, \$2 25. To Freehold and Monmouth, via. stages from Hightstown, \$1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffts, 12½ cents. The steamboat Independence will land at each of the above named places going and returning, leave.

the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

New Jersey Railroad and New Jersey Rauroda and
Transportation Company. — For
Newark. Fare 25 cents. Leave New York at 8,9,
and 11 o'clock A.M., and 12½, 2, 3, 4½, 6½, and 8
o'clock P.M. Leave Newark at 7, 7½, 8, 9, 10½,
A.M., and 1½, 4, 5½, 7½, 9½, P.M. On Sundays,
leave New York at 9 A.M., and 4½ P.M. Leave
Newark at 11½ A.M., and 9½ P.M.
For Elizabethlown. Fare 31½ cents. Leave New

Newark at 11½ A.M., and 9½ P.M.

For Elizabethtown. Fare 31½ cents. Leave New York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Elizabethtown at 7, 7½, 8, 10½ A.M., 3½, 6½, 9½, P.M.

For Rahvay. Fare 31½ cents. Leave New York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Rahway at 5½, 7½, 7½, 11½, A.M., 3, 6½, 9, P.M.

For New Brunswick. Fare 50 cents. Leave New York at 9 A.M., 4, 4½ P.M. Leave New Brunswick at 5½, 7½, 11, A.M., 8½, P.M. On Sundays, leave New York at 9 A.M., and 4½ P.M. Leave New Brunswick at 12 M., and 8½ P.M.

The commutation fare between New York and New Brunswick and intermediate places, including

New Brunswick and intermediate places, including the ferry, \$65 per annum.

do.; 12, M., or on arrival of the Boston train; 3, P.M.; 6, P.M., or on arrival of the Boston train.—
Fare, 121 cents.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

1 L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 7½ do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take repted, and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains, and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

1 L. R. SARGENT, Superintendent.

# MERICAN RAILROAD JOURNAL,

## AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



**ESTABLISHED** 



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 34.1

THURSDAY, AUGUST 21, 1845.

[WHOLE No. 477, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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TROY IRON AND NAIL FACTORY, H. Bur-

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ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown,

N. J. (See Adv.) NORRIS, BROTHERS, Philadelphia. Pa.

NURRIS, BRUTHERS, Philadelphia, Pa...
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
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bridge, Mass.
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(See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia. (See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

## KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the pass gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

the same kind of acci-dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and serious-ly injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

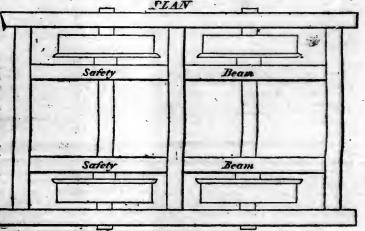
In short, we consider Mr. Kite's invention as completely successful in securing the safety and lives in railroad travelling, and should be used on all railroads in the country.

and lives in railroad travelling, and should be used on all railroads in the country.

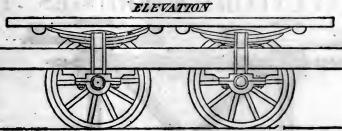
JOHN FRAZER, Agent,

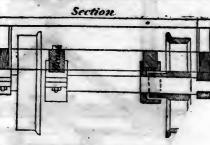
GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and office, No. 1 Hanover st., N. York.









DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this coun-try, the manufacturers have no hesitation in warrant ing them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of chimney of engines on which they are Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

These Arresters are constructed on an entirely different principle from an entirely different principle from a

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders are early as practicable, as the subscriber.

their orders as early as practicable, as the subscriber is desirous of extending the manufeturing so as to keep pace with the daily increasing demand.

## FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN A Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the

used is experienced.

These Arresters are constructed on an entirely different principle from any necessary onered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their owr gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms

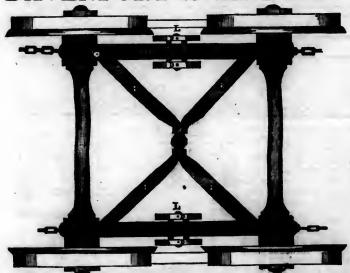
e terms.

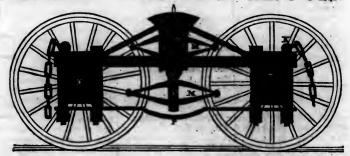
** The letters in the figures refer to the article given in the Journal of June, 1844.

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DENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

#### BRIDGES' PATENT CAR AND TRUCK. DAVENPORT &





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justly-celebrated invention.

These Trucks are adapted as well for eight-wheeled passenger cars as for These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, B, as seen in the drawing, and the other peculiarities of construction, made for inside or outside bearing, the weight is equalized upon all the wheels, and yet any one car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired. These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them.

DAVENPORT & BRIDGES.

CAMBRIDGEPORT, April t, 1845.

DAVENPORT & BRIDGES.

ja45

RAILROAD IRON AND LOCOMOTIVE.
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf 4 South Front St., Philadelphia.

CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILDter. The Subscriber having made important improvements in the construction of rails, mode of guarding against arcidents from insecure times of ENGINES AND BOILERS. Mar. 20tf

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Arles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co. guarding against accidents from insecure joints, etc.

## PASCAL IRON WORKS.

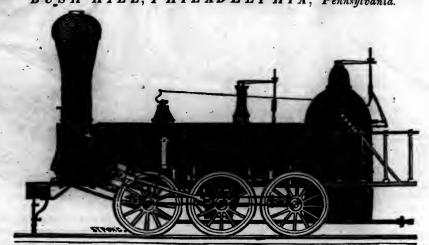
## WELDED WROUGHT IRON TUBES

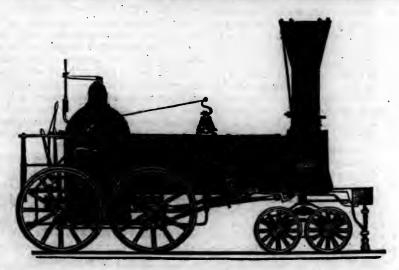
From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lba. per square inch, with Stop Cocks, 7-1, 1-2, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LACOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. archouse S. E. Corner of Third & Walnut Stre PHILADELPHIA.

## NORRIS' LOCOMOTIVE BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip

Class 1 15 inches Diameter of Cylinder, × 20 inches Stroke. 14 " × 24 " 66 3, × 20 " . 6 141 4 6 121 33 46 66 . . " 66 B ×-20 × 20 114 66 46 46 6: 3 × 18 - " 101 66 66

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at for Rails of all kinds. Address the Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1.25 at the the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical these sites ofter remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work. to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance

wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x45½
feet two stories high, with a shed part 45½x20 feet,
containing a large air furnace, cupola, crane and corn oven.

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

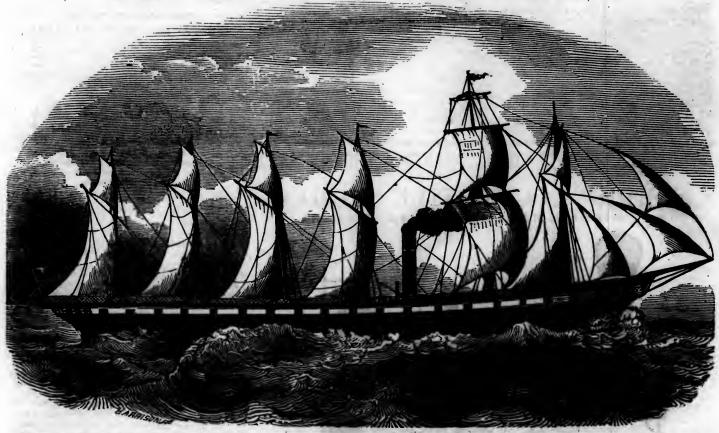
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Fanadetphia.

CYRUS ALGER & CO., South Boston from Company.

## SHIP GREAT BRITAIN. STEAM



We referred in our last, to the arrival of this monster ship. We have since, by the politeness of the agent, Richard Irvin, Esq., and her gentlemanly commander Captain Hosken, had an opportunity of examining her at our leisure. A single visit gives one only an opportunity to examine and admire the beauty, and strength of this remarkable structure and a half dozzen visits would not enable us to give as good a description as the following.

The ship is entirely built of iron, with the exception of the boarding of her decks and some of her cabin fittings and carved work. Her model is somewhat peculiar, yet accordant with the taste (when she was built) of many nautical men; and the speed she has since attained, together with her good sea qualities, prove that their opinions were well founded. Her sides tumble or fall in, a good deal towards the top deck, from about the middle of her length to the stern, giving her a man-of-war like appearance, and a wholesome rotundity in the after body.-Abreast of the boilers, which are forward of the longitudinal centre, her sides are rather flattish, but she has, after all, abundance of bearing for a steamer, and more aloft might have produced heavy rolling in a sea-way. Her bottom bearings are simple and she is finely moulded with a sharp entrance, approaching the plough form, and an equally for the fore saloon, and one large light over fine run. Her upper works, like most of the engine room. The under decks and the Bristol ships, are plain, but substantial in finish. The hull is formed of iron plates, and also circular lights in the sides of the decreasing in thickness from the keel up-

portion to her size as those of some iron ves- side, so as always to have a weather and a sels since constructed, particularly those built lee door, the former of which may be closed at North Birkenhead, (for war purposes) but during gales. The windlass is on a patent she is nevertheless a very strong ship, being principle. The best bower anchor weighs ciple. The plates of her keel are from 3 of 21 inches diameter in the metal of the inch thick in the middle, to 1 inch at the link. The bowsprit is proportionably short, ends, and all the plates under water are from owing to the great length of the vessel.— 5ths to 1/2 inch at the top, except the upper plate which is 5ths. She is chiefly clencher built, and double riveted at many points.—
The ribs are 6 inches by  $3\frac{1}{2}$ , by  $\frac{1}{2}$  inch at the bottom of the vessel, and 7-16ths at the a six-masted schooner, with fore and aft sails, and lugger topsails, with the exception of the mainmast, (the second from the bow,) which will carry a square mainsail and a topsail over it. She has four decks, and the upper spar deck is three hundred and eight feet in length. The engines are somewhat on the patent of Sir Mark Brunel, with the cylinders, in place of being upright, standing on an angle of about 60 degrees. The main shaft for the turning of the screw, and which is of great length and large diameter, was made at the Mersey Iron Works, in Liverpool; and is itself a great curiosity.

On the spar deck there are eight sky-lights ship-the latter of plate glass an inch in wards, and angle iron ribs of great strength. thickness. The companions, or entrances

bound securely by rods on the tension prin- about three tons, and its iron chain cable is owing to the great length of the vessel.— The bow is enriched with carved work; in the center are the royal arms, surrounded by emblems of the arts and sciences of the empire, and (in illustration of the power and speed of the ship,) representations of the thun-Her rig is that of what may be called derbolt of Jove and the caduceus of Mercury.

THE SCREW

Perhaps the most interesting portion of the whole structure is the machinery, and the Screw by which she is propelled. The latter is on the same principle, but slightly modified, as that invented by Mr. F. P. Smith, of the Patent Ship Propeller Company (who supplied it,) and who some years ago exhibited it at Liverpool in the Archimedes.

## BOILER AND MACHINERY.

· · · · ·	in.
Boiler [square on plan] about	3 (
Length of fires	6 (
Width of fires	2 0
Total surface of fire bar [feet superficial]28	1 0
Chimney, diameter	3 (
Height of chimney, about	5 0
Diameter of four cylinders	7 4
Length of main wrought iron shaft	5 9
Diameter at centre for driving wheel	2 3
Weight in the rough, as from the forge, up- wards of sixteen tons.	14
Diagonal framing for support of shaft, of very	

Width at the head 3
Diameter of large driving wheel
Diameter of rigger on screw shaft
Keel under screw, 12 inches wide on the top
face, 9 inches under face, 5 inches thick.
Screw stern post, 20 inches across the centre; rudder 6 feet 6 inches wide at bottom.
Distance between the stern and posts
Height of screw, about

### THE HULL.

The hull is divided into five distinct compartments, by means of water tight iron bulk-

The whole of the materials and workmanship, both of ship and machinery, appear to be of the first order.

On the angle iron beams of the lower decks there is an iron plate of from 2 to 3 feet wide by half an inch thick, running addition to her crew, officers, firemen, &c., well inspected from this apartment. along against each side of the vessel, the she can accommodate 252 passengers, each edge of which is fitted up against the ribs, of whom can be provided with a single bed, and riveted on the flat angle iron beams .-This continous plate is made of the ordinary boiler plates, united at the end with a joinry boiler plates, united at the end with a joining fillet, single riveted to each, and over it nade saloon are painted in delicate tints; and are affixed to the deck by iron joints, and in bolted; it being therefore firmly secured between the beams and planking, cannot fail to tain the original form.

The upper, or main deck, is planked longitudinally 3 inches thick in the middle, 6 mass of timber forming the "water ways," increasing from about 6 inches to about 2 feet in dept against the outside plating, formfore mentioned horizontal plates, the projection is all above the surface of the deck .-The planking of the third deck runs across

its top and bottom face, arms and outer ring, room generally partakes,) beautifully pain-in one piece; and for fitting in the keys to fasten to the rod there are two holes, into one either side are seven doors, which open into as which the fitting and fastening is perform with four bedrooms. The archways of the ed, and which holes are then stopped by cir-several doors are tastefully carved and gilded cular plates, with valve mitre edges, and and are surmounted with neat medallion made fast. The rubbing or the 'metalic' heads. Some looking glasses are so arranged surface of the piston is one ring of cast iron, as to reflect the saloon lengthwise at two opcut open at one point, with a half-lapped joint posite sides, from which a very pleasing Crew and firemen, 350 persons.

6 depth 7 to 8 inches to be packed behind lillusion is produced. The boiler platform is of plate iron, supported upon ten iron kelsons, of which the centre ones are 3 feet 3 inches deep. These kelsons are formed like the floorings, of iron plates placed on the edge.

The soloon is cured by a tap screw. The shells of the pistifitted with rows of dining tables of sufficient ton valve are brass cylinders with steam openings, having a 'twist' to render the wear to dinner at one time, with perfect conveniment more uniform. The piston valves have a concerned complete. in the usual way, but the 'reversing' is ef- are 30 in each side, making in all, forward, put it into gear.

one bed each, and 113 with two; so that in the mode in which the ship is rivetted can be and that without making up a single sofa, or figure head to her taffcail being 322 feet, she

any other temporary convenience. are laid the deck planks, to which they are along the sides are several fixed chairs of the event of a strong head wind, can be lowoak. A row of well proportioned pillars, ered like the mast of a canal boat. The ditween the beams and planking, cannot fail to which range down the centre of the prome-ameter of the mainmast below is 34 inches, aid very materially in resisting any sudden nade, serve the double purpose of ornament and its height above the the level of the deck and partial resistance externally, and to main- to the room and support to the deck. In this 74 feet. The main top mast is 55 feet long. saloon, on either side, is a range of exceed- Diameter of foremast, 19 inches, height 68 ly comfortable state rooms and sleeping feet. The other masts proportionate. gitudinally 3 inches thick in the middle, 6 berths. About twelve of these on each side inches near the sides, from which there is a of the deck will be reserved for ladies, as about equal to a mile in length. they are made to communicate with two com- In the construction of the hull and engines, modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron rooms, measuring 17 feet by 14 feet. The have been used. ing a curve surface against the ships sides, advantages of this arrangement must be obplanking of the first saloon deck consists also ing berths without their being the slightest for equal strength. of longitudinally laid planks, 6 inches wide, necessity of their appearing in public. The 4 inches thick, with water ways 10 inches frame-work of the stair cases, communicating, thick at the sides; and as it lies on the befrom this saloon, is of iron. The stairs are from this saloon, is of iron. The stairs are the centre, and 24 inches in the bearings; in far more wide and commodious than is gene-the rough, before turned, it weighed 16 tons. rally met with on ship-board. From this It has been lightened by a hole of ten inches promenade you descend into the main or din- in diameter bored through it. A stream of the ship, with 6x4 inch water ways, as in ning saloon, which is 98 feet six inches long, water passes through the cranks and this that immediately above.

| Description of the cranks and this is really a beautiful hole when the engines are at work. room. A large sum of money has not been The boiler presents a great space of heat-uselessly squandered in procuring for it short, or coupling parts. The part next the ing surface, and is amply strong for conden- gaudy decorations, not harmonizing with its engine, solid, 28 feet by 16 inches in diameter. sing engines. The foundation plate of the uses, but its fittings are alike chaste and ele- The hollow intermediate shaft 65 by 2 feet engines has a conical depression of about 12 gant. Down the centre are twelve principal 8 inches diameter. The screw part is 25 inches, into which the piston dips; this depression fits into the bend of the ship, and is namental capitals of great beauty.—
The total length is 130 feet, and it weighs therefore taken advantage of in depressing Twelve similar columns also range down altogether 38 tons. both faces of the piston, and also dishing the the walls on either side. Between these latter cylinder cover to about 9 inches at the centre and the entrances to the sleeping-berths are thereby affording the connecting rod to be (on each side of the deck) eight pilasters in that much larger. The piston is cast with the Arabesque style (of which character the of the spaces between the arms through many passages, each of which communicates

The walls of this The nuts for holding down the screws for the apartment are of a delicate lemon-tinted drab, packing ring are turned cylindrical, and in-relieved with blue, white, and gold. At the serted into holes of 2½ inches diameter, drill-stern-end are a number of sofas, which range ed into the top of the piston. The holes to one above the other, nearly up to the sternbe expanded by heat, and the nuts inserted lights. At the opposite extremity is a large cold, so as to be held in by friction, and se-room for the steward's use. The soloon is cast iron expanding ring as have the cylin- ward promenade saloon there are 36 berths ders. The pistons are worked by eccentrics, or sleeping places, and in the saloon below fected by an 8 feet spur wheel attached to the 132. To the state-rooms there are passages eccentric, with an appropriate contrivance to leading from the saloons, and running athwart the ship.

In the forecastle are berths, 36 in number, The Great Britain has 26 state rooms with for a portion of the crew. The iron ribs, and

## ADDITIONAL MEMORANDA.

The length of the Great Britain from her is 60 or 70 feet longer than a line-of-battle

Eight walks round the principal deck are

The rigging is of iron wire rope, offering above and below, to admit of which the iron vious, as ladies who may be indisposed, or in less resistance in going to windward than beams are bent down at the ends. The neglige will be enabled to reach their sleep hemp, which would require greater thickness The neglige will be enabled to reach their sleep- hemp, which would require greater thickness

The engine weighs 340 tons.

The main shaft is 28 inches in diameter in

The screw shaft is in one long and two

	SIZE.
	The following are the dimensions of the ship:
	Length of keel
	Length from figurehead to tafrail 322 "
	Extreme width
	Depth of hold, from upper or spar deck. 381 "
	Burthen, by old measurement, about 3443 tons.
	Power, 2 engines, 500 horse power each. 1000 "
į	Boiler [square] 34 feet by 22 in height.
1	Furnaces, 24-12 forward and baft.
	Stroke of piston 6 feet.
	Displacement of water, when drawing
	about 16 feet, or loaded, about 3000 tons.
	Stowage for coal1100 "
	Stowage goods, additional, about 1200 "
	Dining accommodation for 380 passengers.
ı	Crear and from an 250 negrons

			NGLISI	C ACAIM	ROAD		TE-L187			a Niess	AT A BIES	DROBA	SEIN .	NA.
		in pounds, o be raised	ands ised	de de	pate i	earnings, in for six months d in latest bal-	Dividend : meetin		1.1	{ NE	W AND RAILV	PROPOR VAYS.	SED	Share Capital.
	ed.	bon e ra	s, in pounc to be raise mortgage.	sums, in pound ided at dates balance sheets.	Cost of working pounds for six mont as stated in latest bullance sheets.	Est Est		ė			leen			1,600,00
VAND OF BAILWAY	Miles opened.	i o	to be	11.0	P. H. B.	le in	are	cent.	share		ley June et and B			200,00
NAME OF RAILWAY.	9	ed .	otal suma, uthorized to y loan or m	d a d	or in a	for in	-5		1 "   -		burn an			400,00
	3	l sur	l su oriza	t pe	o spe	ate, ate	. e	Per		Birk.	and Che	s. June	tion	1,000,00
1 1 1		Total sums, i authorized to by shares.	Tota auth by lo	Total expendatest	Sour s st	Total ea pounds, for as stated in	£ s. d £	s. d	Paid o	Bolt.,	Wigan a	and Liv	erpool	800,00 1,800,00
Arboath and Forfar	15	102,000	35,000	138,870			0 12 6 2			Camb	ridge ar	d Line	oln	1,250,00
Birmingham and Gloucester	55	1,187,500	407,336	1,500,806					100 100	( Chath	am and	Portsm	outh.	
Bristol and Gloucester	23	161,700						10 0 nihil.	50 54 30 59	Chur	er and V net valle	v rexha:	m	120,00 1.800,00
Chester and Birkenhead		400,000 750,000			5.856	13.148	0 10 0 2			Direc	t Northe	rn to Y	ork.	
Dublin and Drogheda	31	450,000	150,000	582,254				nihil.	60 115	2 Dubli	n and E	Belfast.		950,00
Dublin and Kingston  Dundee and Arbroath	16#	200,000 100,000				6,993			100 251 25 36		ee and I			250,00 800.00
Durham and Sunderland	18		49,445 124,055	270,392		17,702		nihil.	50 25		nd Bedfe			270.00
East County and North and East	861	4,443,200	1.341.155	3,931,905	47.385	118,726	1 66.		45 57	¿ Glosg	ow, Dur	n. & Ca	arlisle.	
Edinburg and Glasgow	46 51	1,125,000	375,000	1,649,523	29,429	55,866 36,736	1 5 0	5 0 0			outh and rimsby a			1,200,00 600.00
Glasgow, Paisley and Ayr		937,500 650,000	216 666	1,071,258 797.643	11,830	23,447		2 0 0	25 21	Harw	ich and	E. cour	. Jun.	160,00
Grand Junction	104	2,478,712		2,503,671	84,309	195,080	5 0 0 1	0 0 0	100 239	} Hudd	ersfield e	& M. rl	. & cl.	60,00
Great North of England	45	969,000	581,017	1,307,487	12,201	36,189	3 0 0	6 0 0	100 230	3 Kenda	al and V			125,00
Great Western	151	438 000	3,679,343	7,445,689 719,205	143,279	440,046	4 00	8008	80 215		and De			400,00
Leicester and Swannington	161			140,000	2.207	6,317		5 0 0			Ormskirl			600,00
Liverpool and Manchester	32	1,209,000	497,750	1,785,000	64,885	141,252	5 0 0 1		100 214	Londo	on and I	Portsmo	uth	1,750,00
Lianelly	27	200,000	44,000	221,624	06 412	456,997		2 0 0	87 100 245		on and I			5,000,00 500,00
London and Blackwall	31	804.000	266 000	1,768,851	15.978	23,870	0 30	1 10 0	16 10	Lynn	and Elv	e Enuis	MILLE	200,00
London and Brighton	56	1,935,000	705,000	2,637,753 761,885	30,490	130,156	1 10 0	6 0 0	50 77	Manc	hester, E	Bury and	d Ross	300,00
London and Greyden		550,000				10,545 28,933		4 0 0 nihil.	14 23 13 11		hester an			250,00
London and South Western	921	759,383 2,222,100	630 100	1,040,930 2,604,405		190,631		0 0 0			ngar and astle and			700,00
Manchester and Birmingham	31	2,100,000	690,586	1,923,699	15,397	58,162	1 00	5 0 0	40 62	Richn	nond &	W. End	June.	
Manchester and Bolton	10	778,100	197.730	773,743	8,585	21,140		4 10 0			sh Centr			700,000
Manchester and Leeds and Hull Midland railway	87	2,937,500	1,943,932	3,921,593 6,279,838	46,653	156,761 276,129	3 0 0	6 00	60 170 100 192		eld and i sbury a			650,00 400,00
Newcastle and Carlisle	61	878.240	188.563	1,135,069	26,499	46,745	5 00	5 0 0	100 132	Shrew	Wolv.	Dudly	& B.	900,000
Newcastle and Darlington	23			405,728			1 00	8 0 0	21 56	? Trent	Valley			900,000
Newcastle and North Shields	7	150,000		309,629	8,943	18,466	2 10 0	6 9 0	50 69	West	London	Extens	ion	64,000
North UnionParis and Orleans	39 82	739,201 1,600,000		1,028,593 1,978,415		31,194	2 10 0 0 16 0	8 0 0	20 45	White	haven a	nd Ma	ryport	1,000,000
Paris and Rouen		1,440,000		2,0 10,110	31,247			8 0 0	20 40		RENCH R			200,000
					01,011	01,161			40 30		newon h	AILWAY	8.	
Preston and Wyre				355,161	4.191	7.066		4 0 0	50 32	Boulo	gne and	Amier	as1	1,500,000
Sheffield and Manchester	19	1,150,000	311,759	951,455	4,191 11,895	7,066 14.876		4 0 0 nihil.	50 32 87 135	Boulo	gne and	Amier	ns1	1.280.000
Sheffield and Manchester South Eastern	19 88 30	1,150,000 2,996,000	311,759	951,455 3,464,172	4,191 11,895 69,288 9,115	7,066 14,876 139,042 22,692	1 17 7	4 0 0 nihil. 3 1 4 3 15 0	50 32 87 135 33 48 100 104	Boulo Centra Lyons Orlean	gne and al of Fr and A ns. Tour	Amier ance vignon. s & Bor	deaux 2	1,280,000 2,400,000 2,000,000
Sheffield and Manchester	19 88 30 95	1,150,000 2,996,000 465,000 519,150	311,759 1,530,277 195,000 20,000	951,455 3,464,172 595,089 348,626	4,191 11,895 69,288 9,115 5,401	7,066 14,876 139,042 22,692 13,856	1 17 7 0 15 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8	50 32 87 135 33 48 100 104 32 52	Boulo Centra Lyons Orlean Paris	gne and al of Fr and A ns, Tour and Lvo	Amier ance vignon. s & Bor	deaux	1,280,00 2,400,00 2,000,00 2,500,00
Sheffield and Manchester	19 88 30 25 204	1,150,000 2,996,000 465,000 519,150 187,500	311,759 1,530,277 195,000 20,000 62,500	951,455 3,464,172 595,089 348,626 230,036	4,191 11,895 69,288 9,115 5,401 5,186	7,066 14,876 139,042 22,692 13,856 10,008	1 17 7 0 15 0 1 0 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0	50 32 87 135 33 48 100 104 32 52 20 29	Boulo Centra Lyons Orleas Paris Paris	gne and al of Fr and A ns, Tour and Lyo and Orl	Amier ance vignon. s & Bor ons eans	deaux	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000
Sheffield and Manchester	19 88 30 25 201 28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311,759 1,530,277 195,000 20,000 62,500	951,455 3,464,172 595,089 348,626 230,036	4,191 11,895 69,288 9,115 5,401 5,186	7,066 14,876 139,042 22,692 13,856 10,008	1 17 7 0 15 0 1 0 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0	50 32 87 135 33 48 100 104 32 52 20 29 50 115	Boulo Centra Lyons Orlea Paris Paris Paris	gne and al of From and Armand Lycand Orland Rose	Amier ance vignon.s & Bor ons eans	deaux	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,400,000
Sheffield and Manchester South Eastern Taff Vale Ulster Yarmouth and Norwich York and N. Mid. and Leeds and Selby	19 88 30 25 20 28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,089 348,626 230,036	4,191 11,895 69,288 9,115 5,401 5,186 31,349	7,066 14,876 139,042 22,692 13,856 10,008 75,474	1 17 7 0 15 0 1 0 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0	50 32 87 135 33 48 100 104 32 52 20 29 50 115	Boulo Centra Lyons Orleas Paris Paris	gne and al of From the stand Arms, Tour and Lycand Orland Rose	Amier ance vignon.s & Bor ons eans	deaux	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,400,000
Sheffield and Manchester. South Eastern. Taff Vale. Ulster Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY.  Num. of Ames shares.	19 88 30 25 201 28 1t. of	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 meous. Amount D	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,089 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349	7,066 14,876 139,042 22,692 13,856 10,008 75,474 75,474	1 17 7 0 15 0 1 0 0 2 10 0 10 0 COMPAN	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87 135 33 48 100 104 32 52 20 29 50 115 Num. of shares.	Boulo Central Lyons Orlea Paris Paris Paris Am't. of share.	gne and al of From the stand Arms, Tour and Lycand Orland Rose	Amier ance vignon s & Bor ons eans uen	deaux	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,400,000
Sheffield and Manchester.  South Eastern. Taff Vale. Ulster. Yarmouth and Norwich York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint  10,000	19 88 30 25 201 28 14. of	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 meous. Amount Digaid.	311,759 1,530,277 195,000 20,000 62,500 167,500 V. p. c. L. gr ann. pri	951,455 3,464,172 595,089 348,626 230,036 1,107,146 	4,191 11,895 69,288 9,115 5,401 5,186 31,349	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF	1 17 7 7 0 15 0 1 0 0 2 10 0 10 7 COMPAN	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87 135 33 48 100 104 32 52 20 29 7 50 115 Num. of shares.	Boulo Central Lyons Orlead Paris Paris Paris Am't of share.	gne and al of From and Amount paid.	Amierance vignon s & Borons eans Div.p.c. per ann.	Last price.	1,280,000 2,400,000 2,000,000 1,500,000 1,400,000 Present price.
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint.  Anglo Mexican Mint.  Name of lambares.  10,000 10,000	19 88 30 25 201 28 14. of sare.	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 meous. Amount D paid. pe	311,759 1,530,277 195,000 20,000 62,500 167,500 V. p. c. L. er ann. pri	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF	1 17 7 0 15 0 1 0 0 12 10 0 10 0 10 0 10 0 10	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87 135 33 48 100 104 32 52 20 29 7 50 115 Num. of shares.	Boulo Central Lyons Orlead Paris Paris Paris Am't. of share.	gne and al of From and Americand Orland Romand Roma	Amierance vignon s & Borons eans Div.p.c. per ann. 70	Last price.	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,400,000 Present price.
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot.  Australian Trust Company  5,700 100	19 88 30 25 201 28 28 4t. of sare.	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 Meoust paid. 10 181 35	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,089 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Nnt Loug Mon Melt	7,066 14,876 139,042 22,692 13,856 10,008 75,474 (AME OF ghborous monthse on Mow	1 17 7 0 15 0 1 0 0 12 10 0 10 2 10 0 10 2 10 0 10 2 10 0 10 2 10 0 10 10 10 10 10 10 10 10 10 10 10 1	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0 0 0 V	50 32 87 135 33 48 100 104 32 52 20 29 50 115 Num. of shares.	Boulo Central Lyons Orleas Paris Paris Paris Paris 1421 100 100 100	gne and all of Frank Ams, Tour and Lycand Orland Roll Manuar paid.	Amier ance vignon s & Borons eans uen Div.p.c. per ann. 70 10 10	Last price. 1140 160 117	1,280,000 2,400,000 2,000,000 2,500,000 1,600,000 1,400,000 Present price.
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation Gt Western Steam Pa.	19   88   30   25   20   28   1   28   1   1   1   1   1   1   1   1   1	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 meous. Amount be paid. paid. 10 181	311,759 1,530,277 195,000 20,000 167,500 167,500 10 27 34 10 27	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 63,288 9,115 5,186 31,349  Mon Melt Mers Mac Mac	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME Of ghborous mouthse on Mow selesfield	1 17 7 0 15 0 1 0 0 2 10 0 10 0 0 0 0 0 0 0 0 0 0 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0 0 V.	87 135  87 135  87 135  87 135  100 104  32 52  20 29  150 115  Num. of shares. 7( 2,400  256  5000  241	Boulo Central Lyons Orlean Paris Paris Paris Paris 142 100 100 100 100 100 100 100 100 100 10	gne and al of Fr and A sand A sand A sand Crl and Crl and Rose A sand Crl and	Amier ance vignon . s & Bor ons eas	Last price. 1140 160 117 15 365	1,280,000 2,400,000 2,000,000 1,500,000 1,400,000 Present price.
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint.  Anglo Mexican Mint.  10,000 10,000 10,000 15,700 10,000 10,000 10,000 11,000 11,000 12,000 15,000 16 16 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	19   88   30   25   20   28   28   28   28   28   28   28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 	311.759 1,530,277 195,000 62,500 167,500 167,500 100 100 100 100 100 100 100 100 100	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 63,288 9,115 5,401 5,186 31,349 Mon Melt Mers Mac Neat	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME Or ghborous mouthse on Mow sey and clesfield h	1 17 7 0 15 0 1 0 0 1 2 10 0 10 0 0 0 0 0 0 0 0 0 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 5 0 0 0 0 0 0 VY.	50 32 87135 33 48 100 104 32 52 20 29 7 50 115 Num. of shares. 77 2,40 3,00 24 1,78	Boulo Centre Lyons Paris	gne and al of Fra and A ns., Tour and Ly and Orl and Romant paid.  1421 100 100 100 100	Amier ance vignon .s & Borons eans een per ann 70 10 10 10 10 17 30	Last price. 1140 160 117 15 365 505	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 Present price. 160 117
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint Anglo Mexican Mint Australian Trust Company General hteam Navigation Gt Western Steam Pa  Metropolitan Wood Pav. 15,000 14 Patent Elastic Pav	19   88   30   25   20   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 meous. Amount be paid. paid. 10 181	311.759 1,530,277 195,000 62,500 167,500 167,500 100 100 100 100 100 100 100 100 100	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Mon Mers Mac Mac Neat Oxfo	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OR ghborous mouthse on Mow sey and clesfield h	1 17 7 0 15 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 nihil. 3 1 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87 135   32   87 135   31   44   32   52   20   29   50   115   77   2,400   25   500   3,000   24*   1,786   21,418	Boulo Central Lyons Paris Paris Paris Paris 1000 1000 1000 1000 1000 1000 1000 10	gne and al of Fr sand A ns, Tour and Lyc and Orl and Row Amount paid.  1421 100 1 00 100 100 334	Amier ance vignon s & Borons eans eans Div. p.c. per ann. 70 10 10 21 17 30 21	Last price. 1140 160 117 15 365 505	1,280,00 2,400,00 2,000,00 2,000,00 1,600,00 1,600,00 1,400,00 1177 15 365
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich York and N. Mid, and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint Anti Dry Rot Australian Trust Company General hteam Navigation Gt Western Steam Pa.  Metropolitan Wood Pav. Patent Elastic Pav Ditto 11,493 Ditto 3,200  South Eastern.	19   88   30   25   20   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   1   28   28	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 meous. Amount D paid. pp 10 181 35 14 100	311,759 1,530,277 195,000 20,000 62,500 167,500 100 100 27 34 100 27 5 5 6 6 7	951,455 3,464,173 595,089 348,626 230,036 1,107,146 154 154 27 154 154 154 154 154 154 154 154 154 154	4,191 11,895 69,288 9,115 5,401 5,186 31,349  mit Mers Mac. Met. Neat	7,066 14,876 139,042 22,692 13,856 10,008 75,474  AME OF ghborous monthse on Mowsey and clesfield h ord these I perser con Lessen Les	1 17 7 0 15 0 1 0 0 2 10 0 10 0 0 0 0 0 0 0 0 0 0 0	4 0 0 nihil. 3 1 4 3 15 0 5 1 8 8 5 0 0 0 0 0 0 V	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 80	Boulo Centre Lyone Paris Paris Paris Paris Paris 1421 100 100 100 100 100 100 100 100 100 1	gne and alof Fr sand A sand A sand A sand Lycand Orland Romand Romand Lycand Orland Romand Ro	Amier ance vignon s & Bor ons eans eb. Div. p.c. per ann. 70 10 10 10 17 30 21 6 6 71	Last process 1140 160 117 15 365 505 220 123	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 Present price. 160 117 15 365
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint. 10,000 Anti Dry Rot. 10,000 Australian Trust Company General hteam Navigation Gft Western Steam Pa. Metropolitan Wood Pav. 15,000 16 Gt Western Steam Pa. Metropolitan Wood Pav. 15,000 17 18 19 19 10 10 10 10 11 19 10 10 10 10 10 10 10 10 10 10 10 10 10	19 88 30 25 201 28 10 10 10 10	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 2,000 100 10 10 10 10 10 10 6 1 10 10 6 1 10 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	311,759 1,530,277 195,000 20,000 62,500 167,500 20,000 62,500 167,500 34 10 27 25 5 5 6 6 7 7	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Ant Mon Mon Mon Mac Neat Oxfo Regge Shro Staff	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF ghborous monthse on Mow sey and clesfield h ents or I pshire erset coo ord and	COMPAN  COMPAN	4 0 0 nihil. 3 1 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87 135 37 135 100 104 32 52 20 29 20 29 21 50 115 Num. of shares. 70 2,400 3,000 24 1,786 21,418 500 800 700	Boulo Centri Lyone Paris Paris Paris Paris Paris Paris 142 100 100 100 100 100 100 100 100 100 10	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roll and Roll 100 1 00 100 100 331 125 125 140	Amier ance vignon s & Borns eans eans Div. p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25	Last price. 1140 160 117 15 365 505 225 120 123 460	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 Present price. 160 117 15 365 25 120 123 480
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis.  NAME OF COMPANY. Anglo Mexican Mint. Anti Dry Rot. Australian Trust Company General hteam Navigation Gt Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. 10,000 Peninsular and Oriental. 11,493 50 101 102 103 104 105 105 106 107 107 108 109 109 109 109 109 109 109 109 109 109	19 88 30 25 201 28 1t. of lare.	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500 2,000 100 100 100 100 100 100 100 100 100	311,759 1,530,277 195,000 20,000 62,500 167,500 20,000 62,500 167,500 34,00 27 25 5 5 1 7 6 4 4 1 104 104 104 104 104 104 104 105 105 106 106 106 106 106 106 106 106 106 106	951,455 3,464,172 595,089 348,626 230,036 1,107,146 24 154 27 27 4 65	4,191 11,895 69,288 9,115 5,401 5,186 31,349	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF ghborous monthse on Mow sey and clessfield h	COMPAN  Compan	4 0 0 nihil. 3 1 4 3 15 0 00 5 1 8 5 0 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 10 50 115 77 2,40 25 50 3,000 24' 1,786 21,418 800 70 500 500	Boulo Central Lyons Paris Paris Paris Paris Paris Paris 142 100 100 100 100 100 100 100 100 100 10	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roll 100 100 100 100 100 133 125 150 125	Amier ance	Last price. 1140 160 117 15 365 505 120 123 480 9230	1,280,00 1,280,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000 1,000 117 15 365 120 123 480 230
Sheffield and Manchester.  South Eastern.  Taff Vale.  Ulster.  Yarmouth and Norwich.  Steam and Mis  NAME OF COMPANY.  Anglo Mexican Mint.  Anti Dry Rot.  Australian Trust Company.  General hteam Navigation Gt Western Steam Pa.  Metropolitan Wood Pav.  Paeninsular and Oriental.  Ditto.  Polytechnic Institution Reversionary Int. Soc.  R. Mail Steam Packet.  South Western Steam.	19   88   30   25   20   25   20   28   1   28   1   28   1   28   1   28   1   28   28	1,150,000   2,996,000   465,000   465,000   187,500   187,500   1,062,500   10   10   10   10   10   10   10	311,759 1,530,277 195,000 20,000 62,500 167,500    V. p. c.   L. r ann.   15 2 34 10 27 5 6 6 7 7 6 4 1 10 36	951,455 3,464,172 595,089 348,626 230,036 1,107,146 24 154 27 27 4 65	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Anti Melt Mac Mac Mac Mac Shro Sonn Staff Shre Stou	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF ghborous monthse on Mow sey and clesfield h. ord. ents or I pshire. erset cos ord and wsbury- rridge udwater	COMPAN  COMPAN	4 0 0 nihil. 3 1 4 3 15 0 0 0 0 0 0 0 V.	50 32 87135 33 48 100104 32 52 20 29 1/ 50115 7 7,780 2,401 25/ 500 3,000 24* 1,786 21,418 500 800 700	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A ss, Tour and Lycand Orland Rount paid.    Amount paid.   142  100   100   100   100   100   100   125   150   140   125   145	Amier ance vignon s & Bor ons eans uen Div. p.c. per ann. 70 10 10 10 21 17 30 21 6 71 25 12 14	Last price. 1140 160 117 15 365 505 225 120 123 460	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 Present price. 160 117 15 365 25 120 123 480
Sheffield and Manchester. South Eastern. Taff Vale. Ulster. Yarmouth and Norwich. York and N. Mid. and Leeds and Selby  Steam and Mis  NAME OF COMPANY. Anglo Mexican Mint.  Anglo Mexican Mint.  10,000 10,000 10,000 11,493 10,000 12,000 13,000 14,493 15,000 16,000 17,700 18,000 19,000 19,000 10,000 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 11,493 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,0	19   88   30   25   20   1   1   1   1   1   1   1   1   1	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500 20,000 62,500 167,500 34,00 27 25 5 5 1 7 6 4 4 1 104 104 104 104 104 104 104 105 105 106 106 106 106 106 106 106 106 106 106	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Mon Melt Mer Mac Mac Neat Oxfo Shro Staff Shro Staff Shro Stou Stro Stvo	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF Shorous monthse on Mowsey and clesfield h onts or I pshire erset coo ord and wsbury. rbridge udwater nsea	COMPAN  COMPAN	4 0 0 nihil. 3 1 4 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87 135  33   48   100   104   32   52   29   29   750   115   77  2,400   24   1,786   21,416   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500	Boulo Centri Lyone Paris Paris Paris Paris Paris Paris 142 100 100 100 100 100 100 100 115 115 115	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roo land Roo loo loo loo loo loo loo loo loo loo	Amier ance	Last price. 1140 160 117 15 365 505 25 120 123 1480 230 360	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 177 15 365 25 120 123 480 230 360 240
Shefield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby	19   88   30   25   25   20   4   25   26   28   1   25   26   26   26   26   26   26   26	1,150,000   2,996,000   465,000   465,000   187,500   187,500   1,062,500   10   10   10   10   10   10   10	311,759 1,530,277 195,000 20,000 62,500 167,500 20,000 62,500 167,500 20,000 34,00 27,7 64,1 7,7 64,1 104,1 104,1 105,1 106,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1 107,1	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Mon Melt Mers Mac Neat Neat Shro Shro Shro Staff Shre Stou	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OR Thorous Thorou	COMPAN  Compan	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87 135  33   48   100   104   32   52   20   29   7   50   115   7   7   2,40   21,416   30   50   500   500   500   530   57,66   500   530   57,66   500   530   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   53,766   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   500   50	Boulo Central Lyons Paris Paris Paris Paris Paris Paris 142 100 100 100 100 100 100 100 100 100 10	gne and al of Fr s and A ss, Tour and Lyc and Orl and Ro long and Ro long loo loo loo loo loo loo loo loo loo lo	Amier ance	Last price. 1140 160 117 15 365 505 120 123 120 123 230 360 240 330	1,280,00 2,2400,00 2,500,00 1,600,00 1,600,00 1,400,00 117 15 365 25 120 123 480 230 360
Sheffield and Manchester	19 88 30 25 20 25 20 28 1 2 2	1,150,000 2,996,000 465,000 519,150 187,500 1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500 20,000 62,500 167,500 20,000 157,500 20,000 20,000 157,500 27,700 27,700 27,700 64,100 27,700 64,100 27,700 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100 64,100	951,455 3,464,172 595,069 348,626 230,036 1,107,146	11,895 69,288 9,115 5,401 5,186 31,349  Mon Melt Mers Mac Neat Oxfo Shro Shro Staff Shre Stor Stro Stro Stro Stro Trer	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF Shiborous monthse on Mow clesfield h erset coo ord and wsbury. rbridge udwater nsea ern & wat and M	COMPAN  Compan	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87 135  33   48   100   104   32   52   20   29   7   50   115   7   7   7   7   7   7   7   7   7	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A ss, Tour and Lycand Orland Roo A ss, Tour and Lycand Orland Roo A ss, Tour and Lycanda Roo A ss, Tour an	Amier ance	Last price. 1140 160 117 15 365 505 25 120 123 480 360 240 30 495	1,280,00 2,2400,00 2,500,00 1,600,00 1,600,00 1177 15 365 25 120 123 480 230 360 240 30
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby	19 88 5 20 1 25 20 1 28 1 28 1 2	1,150,000 2,996,000 465,000 465,000 187,500 1,062,500  meous.  Amount D paid. p 10 18 14 100 6 1 10 10 10 10 10 10 10 10 10 10 10 10 1	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Ant Loug Mon Melt Mac Neat Neat Shro Shro Staff Shro Stro Stro Stro Stro Thai	7,066 14,876 139,042 22,692 13,856 10,008 75,474 KAME OF Shorous monthse on Mowsey and clessfield h ents or I pshire erset cor ord and wsbury. rbridge uidwater nsea ern & W tt and M mes and wick an	i 17 7 0 15 0 1 0 0 2 10 0 i compan gh eire bray Irwell Worceste Worceste	4 0 0 nihil. 3 1 4 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87   135   81   100   104   32   52   29   29   20   20   20   20   20   2	Boulo Centri Lyone Paris Paris Paris Paris Paris 142 1000 100 100 100 100 100 125 1150 1150	gne and al of Fr s and A ss, Tour and Lyc and Orl and Ro long and Ro long loo loo loo loo loo loo loo loo loo lo	Amier ance	Last price. 1140 160 117 15 365 505 225 120 123 123 360 240 30 495 10 167	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,400,00 177 15 365 25 120 123 480 230 360 240
Shefield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby	19 88 5 20 1 25 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,150,000   2,996,000   465,000   465,000   187,500   187,500   1,062,500     100   1   1   1   1   1   1   1	311,759 1,530,277 195,000 20,000 62,500 167,500    V. p. c.   L. primar   L. p	951,455 3,464,172 595,089 348,626 230,036 1,107,146  Prese ice.   Prese   154   27     4   65     104   37     70   180	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Ant Loug Mon Melt Mac Neat Neat Shro Shro Staff Shro Stro Stro Stro Stro Thai	7,066 14,876 139,042 22,692 13,856 10,008 75,474 KAME OF Shorous monthse on Mowsey and clessfield h ents or I pshire erset cor ord and wsbury. rbridge uidwater nsea ern & W tt and M mes and wick an	COMPAN  COMPAN	4 0 0 nihil. 3 1 4 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135   87   135	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A s s, Tour and Lyc and Orl and Row and Color and Row and Color and Row	Amier ance	Last price. 1140 160 117 15 365 5505 25 120 1480 230 360 240 30 495 10	1,280,00 2,2400,00 2,500,00 1,600,00 1,600,00 1177 15 365 25 120 123 480 230 360 240 30
Sheffield and Manchester	19 88 2 25 20 1 28 1 2 2	1,150,000   2,996,000   465,000   465,000   187,500   1,062,500     100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	311,759 1,530,277 195,000 20,000 62,500 167,500     V. p. c.   L.     I ann.       I ann.     I 5 2 34 40 25 5 1 7 6 4 1 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 10 10 10 10 10 10 10 10 10 10 10 10	951,455 3,464,172 595,089 348,626 230,036 1,107,146  ast cee. Prese price. 15‡ 1 27 1 4 65 1 104 37 1 80 1 60	11,895 69,288 9,115 5,401 5,186 31,349  Mon. Melt. Mers Macc. Neat. Oxfo. Som. Som. Staff Shrou Strong Strong Strong Strong Strong Macc. Strong Strong Strong Macc. Strong Strong Strong Strong Macc. Strong Strong Strong Macc. Strong Strong Macc. Macc. Macc. Macc. Strong Macc. Strong Macc. Ma	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF Shorous monthse on Mowey and clessfield h erset coord and wsbury. rbridge udwater nsea errn & Wat and Mmes and wick an wick an wick an an or sea	COMPAN  Compan	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 70 50 80 80 8,76 8,76 8,76 8,76 8,76 8,76 8,76 8,76	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A s s, Tour and Lycand Orland Roo A s s s s s s s s s s s s s s s s s s	Amier ance	Last price. 1140 160 117 15 365 505 120 123 480 360 240 30 495 10 167 122	1,280,00 2,2400,00 2,2000,00 1,600,00 1,600,00 1,700 117 15 365 25 120 123 480 230 360 240 30 10
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   Yarmouth and Norwich.   Steam and Mis   Steam and Mis   NAME OF COMPANY.   Steam and Mis   NAME OF COMPANY.   Num. of shares.   Anglo Mexican Mint.   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10,000   10	19 88 5 20 25 20 3 28 1 28 1 28 1 28 1 28 1 28 1 28 1 28	1,150,000   2,996,000   465,000   465,000   187,500   1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500 20,000 62,500 167,500 20,000 10,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20	951,455 3,464,172 595,069 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Ant Neat Mon Melt Mac. Neat Neat Shree Stou Stro Stro Stro Tree Tree That	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF Shorous monthse on Mowsey and clessfield h rd rd rts or I pshire erset cor ord and wsbury. rbridge udwater nsea rn & W thand M mes and wick an wick an London	COMPAN  compan	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50   32   87   135   33   48   100   104   32   52   29   29   25   25   25   25   2	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A s s, Tour and Lyc and Orl and Row and Color and Row and Color and Row	Amier ance	Last price. 1140 160 117 15 365 505 225 120 123 123 360 240 30 495 10 167	1,280,00 2,400,00 2,500,00 1,600,00 1,600,00 1,600,00 1177 15 365 25 120 123 480 230 360
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   Steam and Mis   Steam Pa   Steam Pa   Steam and Mis   Steam Pa   Steam Pa   Steam and Mis   Steam Pa   Steam Pa   Steam Pa   Steam and Mis   Steam	19 88 5 20 25 20 3 28 1 28 1 28 1 28 1 28 1 28 1 28 1 28	1,150,000   2,996,000   465,000   465,000   187,500   187,500   187,500   19,150   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	311,759 1,530,277 195,000 20,000 62,500 167,500     V. p. c.   L.     I ann.       I ann.     I 5 2 34 40 25 5 1 7 6 4 1 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 10 10 10 10 10 10 10 10 10 10 10 10	951,455 3,464,172 595,089 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349  Mon Melt Mers Mac Neat Neat Shro Staff Shro Stro Stro Trer Than War War War Fast	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF The or	COMPAN  Compan	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 20 29 7 50 115 7 2,40 25 50 3,00 24 1,78 21,41 1,78 21,41 1,78 21,41 1,78 20,50 3,00 3,00 3,00 3,00 2,4 2,4 1,78 2,4 1,4 1,78 2,6 1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,4	Boulo   Central   Lyons   Lyons   Paris   Pa	gne and al of Fr and A ss, Tour and Lyc and Orl and Roll and Roll 100 100 100 100 125 145 145 150 100 100 100 100 100 100 100 100 10	Amier ance	Last price. 1140 160 117 15 365 505 25 120 123 1460 230 360 240 30 495 10 167 1122	1,280,00 2,400,00 2,400,00 2,500,00 1,600,00 1,600,00 1177 15 365 25 120 123 480 230 360 10
Sheffield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby	19 88 2 25 20 1 25 20 1 2 2 1 2 2 1 2 2 2 1 2 2 2 1 2 2 2 2	1,150,000   2,996,000   465,000   465,000   187,500   1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,089 348,626 230,036 1,107,146  ast   Presected   Presect	4,191 11,895 69,288 9,115 5,401 5,180  Note of the control of the	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF ghborous monthes on Mow sey and clesfield h ents or I pshire erset cos ord and wsbury. rrn & W than and wick an wick an ingham London d Junct I River I	r COMPAN  c C COMPAN  c C C C C C C C C C C C C C C C C C C	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 60 80 80 81,418 50 80 81,418 50 80 81,418 50 80 81,418 50 80 81,418 80 81,418 80 81,418 80 81,418 80 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roll and Rol	Amier ance	Last price. 1140 160 117 15 365 505 25 120 1480 230 360 240 30 495 10 167 122	1,280,00 2,2400,00 2,2000,00 1,600,00 1,600,00 1,700 117 15 365 25 120 123 480 230 360 10
Shefield and Manchester	19 88 25 20 25 20 3 28 1 2	1,150,000   2,996,000   465,000   465,000   187,500   187,500   187,500   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   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 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,089 348,626 230,036 1,107,146    154   27   154   27   154   37   160   131   365   250   105   440	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Mon Melt Mac Mon Mes Mac Neat Neat Som Stroe Stroe Stroe Stroe Stroe Stroe Stroe Theal War Birm Bass Gran New Man	7,066 14,876 139,042 22,692 13,856 10,008 75,474  AME OF Shorous monthse on Mow sey and clesfield h  chts or I pshire  erset coo ord and wsbury.  rbridge utand M wsbury.  rbridge than M wick an mingham London d Juneti River I chester z	COMPAN  Compan	4 0 0 nihii. 3 1 4 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 871353 33 48 100 104 32 52 20 29 70 50,115 70 2,400 2,400 2,400 3,000 2,41 1,786 21,416 500 300 200 3,766 2,600 8,144 5,500 4,433 5,500 6,480	Boulo   Centra   Lyons   Paris   Par	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roll 100 100 100 100 125 145 150 100 100 100 100 100 100 100 100 10	Amier ance	Last price. 1140 160 117 15 365 505 25 120 123 460 230 360 240 30 495 10 167 122 28 28 28 57	1,280,00 2,400,00 2,500,00 1,600,00 1,600,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 1,700,00 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Sheffield and Manchester	19 88 5 20 25 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,150,000   2,996,000   465,000   465,000   187,500   187,500   1,062,500     100   18\frac{1}{2}   100   18\frac{1}{2}   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	311,759 1,530,277 195,000 20,000 62,500 167,500    V. p. c.   L.     I r ann.     I r ann.     15 2 2 31,000 27,700   15 100 100 100 100 100 100 100 100 100 1	951,455 3,464,172 595,089 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Mon Melt Mer Macc Neat Neat Shree Shro Staff Shree Stroe Tree Tree War War War War War Wan Wan	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF ghborous monthse on Mow sey and clesfield h ents or I pshire erset coo ord and wsbury. rbridge udwater nsea ern & W tt and M mes and wick an mingham London d Juncti River I chester a chall, lt.	r COMPAN  c C COMPAN  c C C C C C C C C C C C C C C C C C C	4 0 0 nihil. 3 1 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 60 80 80 81,418 50 80 81,418 50 80 81,418 50 80 81,418 50 80 81,418 80 81,418 80 81,418 80 81,418 80 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418 81,418	Boulo   Central   Lyons   Lyons   Paris   Pa	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roll and Rol	Amier ance	Last price. 1140 160 117 15 365 505 25 120 1480 230 360 240 30 495 10 167 122	1,280,00 2,2400,00 2,2000,00 1,600,00 1,600,00 1,700 117 15 365 25 120 123 480 230 360 10
Sheffield and Manchester	19 88 2 25 20 1 20 25 20 1 20 20 1 20 20 1 20 20 1 20 20 20 1 20 20 20 20 20 20 20 20 20 20 20 20 20	1,150,000   2,996,000   465,000   465,000   187,500   187,500   1,062,500     100   18\frac{1}{2}   100   18\frac{1}{2}   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   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 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	311,759 1,530,277 195,000 20,000 62,500 167,500	951,455 3,464,172 595,089 348,626 230,036 1,107,146    154   27   154   27   154   27   160   160   131   365   250   105   440   440   461   161	4,191 11,895 69,288 9,115 5,401 5,180  Anti Lougan Mon Melt Mac Mon Melt Mac Mon Melt Mac Mon Melt Mac Mon Mac Wau Wess Man Wau Wess Man Wau Wess Mon Wau Wess	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF ghborous monthse on Mow sey and clesfield h ents or I pshire erset coo ord and wsbury. rrn & W than and wick an wick an wick an lingham London d Juneti River I chester a chall, lt. t Middle	COMPAN  Compan	4 0 0 nihil. 3 1 4 4 3 15 0 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 60 80 80 80 80 80 81 44,80 4,43 5,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50	Boulo   Centra   Lyons   Lyons   Paris   Par	gne and al of Fr s and A ss, Tour and Lyc and Orl and Rol and	Amier ance	Last price. 1140 160 117 15 365 505 25 120 360 240 30 360 240 30 360 25 122 28 28 88 57 55 5126	1,280,00 2,2400,00 2,500,00 1,600,00 1,600,00 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 1,700 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Sheffield and Manchester   South Eastern   Taff Vale   Ulster   Yarmouth and Norwich   York and N. Mid. and Leeds and Selby	19   88   25   20   26   27   28   28   28   28   28   28   28	1,150,000   2,996,000   465,000   465,000   187,500   187,500   187,500   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   188   18	311,759 1,530,277 195,000 20,000 62,500 167,500    V. p. c.   L.     F ann.         15	951,455 3,464,172 595,089 348,626 230,036 1,107,146    Prese   Prese   154     27     4     65     104     37     6     131     365     250     105     440     440     161     8	4,191 11,895 69,288 9,115 5,401 5,180 31,349 Mon Melt Mac Mon Mac Mac Shro Shro Staff Shre Stou Comi	7,066 14,876 139,042 22,692 13,856 10,008 75,474 AME OF Shborous monthse on Mow sey and clesfield h onts or I pshire erset coa ord and wsbury. rbridge udwater nsea orn & W at and M mes and wick an wick an ingham London dd Juncti River I chester z chall, lt. t Middle mercial	i 17 7 0 15 0 1 0 0 1 0 0 2 10 0 i compan gh ire. ire. ire. irwell. inwell. ioncon  Worceste  Medway. d Birming d Napton  B. Ann and Salfore S. Londor sex	4 0 0 nihil. 3 1 4 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 60 80 80 80 80 80 81 44,80 4,43 5,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50	Boulo   Centra   Lyons   Am't. of share.	gne and al of Fr s and A ss, Tour and Lyc and Orl and Roll and Roll 100 100 100 100 100 125 145 150 100 100 100 100 100 100 100 100 10	Amier ance	Last price. 1140 160 117 15 365 505 25 120 123 460 230 360 240 30 495 10 167 122 28 28 28 57 555 126	1,280,000 2,2400,000 2,500,000 1,600,000 4,400,000    Present price.   160 117 15 365 25 120 123 480 1230 360 240 30 10
Shefield and Manchester.   South Eastern.   Taff Vale.   Ulster.   Yarmouth and Norwich.   York and N. Mid. and Leeds and Selby    Steam and Mis.   Name Of COMPANY.   Num. of shares.   Ship Owners!   Name Of Company   Steam Pa.   Ship Owners!   Ship Owners!   Ship Owners!   Ship Owners!   Towners!   Ship Owners!   Ship Owners!   Towners!   Ship Owners!   Ship Own	19 88 5 20 20 25 20 25 20 10 10 10 10 10 10 10 10 10 10 10 10 10	1,150,000   2,996,000   465,000   465,000   187,500   187,500   1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500    V. p. c.   L. r ann.   Fr. r ann.   L.	951,455 3,464,172 595,089 348,626 230,036 1,107,146	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Mon Melt Mac Mon Mes Mac Mon Mes Mac Mon Mes Mac Mon Mac Mon Mes Mac Mon Mac Mon Mes Mac Mon Mac Mac Mon Staff Shro War  War  Birm Bast War  War  Comm New Man Ne	7,066 14,876 139,042 22,692 13,856 10,008 75,474  AME OF ghborous monthse on Mow sey and clesfield h  chts or I pshire  erset coo ord and wsbury.  rbridge uidwater nsea  rn & W tt and M mes and wick an  lingham London d Juneti River I chester a chall, lt. Middle mercial and We	i 17 7 0 15 0 1 0 0 1 0 0 2 10 0 iv compan concon irwell	4 0 0 nihil. 3 1 4 4 3 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 70 2,40 255 50 3,000 24* 1,78 21,41 500 800 700 30 2,60 8,20 4,43 5,50 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 6,48 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,0	Boulo   Central   Lyons   Lyons   Paris   Pa	gne and al of Fr s and A ss, Tour and Lyc and Orl and Rol and	Amier ance	Last price. 1140 160 117 15 365 505 25 120 123 360 240 30 495 10 167 122 28 288 57 55 126	1,280,00 2,2400,00 2,500,00 1,600,00 4,000 2,5120 160 117 15 365 25 120 123 480 240 30 10 28 225 90 57 55 127
Sheffield and Manchester   South Eastern   Taff Vale   Ulster   Yarmouth and Norwich   York and N. Mid. and Leeds and Selby	19 88 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1,150,000   2,996,000   465,000   465,000   187,500   1,062,500	311,759 1,530,277 195,000 20,000 62,500 167,500    V. p. c.   L.     F ann.         15	951,455 3,464,172 595,089 348,626 230,036 1,107,146  ast price.   Preserve   15#   27  15#   27  18   65  104 161 134 365 250 105 440 161 185 185	4,191 11,895 69,288 9,115 5,401 5,186 31,349 Mon Melt Mers Man Mers Shro Staff Shro Stro Stro Trer Than War War War War War War War War War Orfo Comman Wat Was San Orfo Orfo Orfo Orfo Orfo Orfo Orfo Orfo	7,066 14,876 139,042 22,692 13,856 10,008 75,474  AME OF ghborous monthse on Mowsey and clessfield h rd rths or I pshire. erset coo ord and wsbury. rbridge udwater nsea rn & W t and M mes and wick an lingham London d Juncti River I chester a chall, lt. Middle mercial and W e on	i 17 7 0 15 0 1 0 0 1 0 0 2 10 0 i compan gh ire. ire. ire. irwell. inwell. ioncon  Worceste  Medway. d Birming d Napton  B. Ann and Salfore S. Londor sex	4 0 0 nihii. 3 1 4 4 3 15 0 5 1 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 32 87135 33 48 100 104 32 52 20 29 1 50 115 77 2,40 25 50 3,00 24 1,78 21,418 50 60 80 80 80 80 80 81 44,80 4,43 5,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 6,48 1,50 1,50 1,50 1,50 1,50 1,50 1,50 1,50	Boulo   Central   Lyons   Lyons   Paris   Pa	gne and al of Fr s and A ss, Tour and Lyc and Orl and Rol and	Amier ance	Last price. 1140 160 117 15 365 505 225 120 123 480 230 360 240 330 495 10 167 1122 28 283 57 555 126	1,280,000 2,2400,000 2,500,000 1,600,000 4,400,000    Present price.   160 117 15 365 25 120 123 480 1230 360 240 30 10

STATE WORKS.			. 12	LAIM	WOR	KS AN	D CAN	ALS, I	ETC.					
BIAIL WORKS	Le	ngth		Cost.		843. .   Expend		44. Expen	The 13 to	State (	anals a	are all 4 fe	eet deep, and O feet in leng	the locks
Black river canal	. 3	5	1,5	24,967					Th	e six 1	nillion	as paid t	to the canal	fund fr
Cayuga and Seneca	6			37,000 51,604		7 10,953	24,618 116,739	14,443	aucti	on and	cost.	The G	re not inclienesee valle	uded in
Chemung	. 2	3	6	84,600	8,14	0 14,486	14,385	12,740	Black	k river	canal	s requir	e large sun	ns for th
Chenango	. 9	7			16,19									
Erie—enlargement of	36		12,6	48.852	1,880,31									
Genessee valley	. 120	0							quire	d to co	mplet	e these t	wo canals a	re \$2,00
				50 000										
Oswego	. 38	3					56,165	28,599	ture i	incurre	d on e	estimate	d incomes (	admitted
Beaver division canal	. 2													
							109,270	22,010	,	e total	receij	pts from	the works	of Penns
Seneca river towing path		••••		69,276			381							
							179 781	138 915	Th	e recei	pts for		ere as follo	
Juniata canal	93	3			•••••		-		ID -:1-		3			578,4 252,8
Portage railroad	1130	}					351,102	248,943	Moti	ve pow	er,			319,
North branch Susquehannah canal	105	}							l'I'ruc	KS.		is from	. 110 miles	13,4
West " " " "	79	2			• • • • • • •					11ch 380 8578.40	60,922 4 from	n 550 m	iles of cana	n rantro 1.
Hocking canal	. 56	3							Th	e cana	le of	Ohio ar	e cunnaria	hw a r
Miami extension	1105							14.741	perty	tax of	of m	ills on t	ne dollar.	Inere
Miami northern division	35	,	3	22,000			unfin'd.	1	DECEMBER 1	กนอรถ	cana	in the	State which	vielne
Muskingum	91								list is	an '43	being	\$15 577	233. The	increas
Wabash	334							1 20 018	144 O	ver 4.3	is on	V 284-5. 1	10. though t	ne vear
Walhonding	25	, ,	6	07,269	83	39,005	1,977	1,238	hase	Thibite	n a o	reater 11	ncrease thro	ughout
Western road	31							1 '	Count	ese 21	milli	ons on s	undry work	s vield
Maume canal	1		11,0	00,000									distary work	o jioiu
Sundry works			10,0						Th	e centr	al rai	lroad yi	elds above	6 per ce
Southern railroad	110						60 341	70,000	cente	d—wh	ich is	able to s	stand alone.	canai
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CANALS.	i	n	C		Incon	ne. p	er Inc	ome.	per	cf	1	21	REMARKS.	
Blackstone								-	-					
Bald Eagle Navigation	25		40	0000.00										C-4
Charleston (S.C.)		• • •	1,00	0,000		•••••	•• •••••	• • • • • • • • • • • • • • • • • • • •			time	be enab	pernaps, at s led to give t	he narti
Chesapeake and Ohio	184		12,37	0.470	47.637						lars o	of all the	ese canals.	
Conestota	12	9.7	30	0,000							Th			
Schuvlkill.	108		3.50	0.0002	79.795 10	02.221	190.693	120.624		31				
Farmington											Th	e enlarg	gement of th	e Schu
James river and Kenhawa	•••	• • •	••••	• • • • •	•••••	••••	•• •••••		• • • •	•••••				
Port Deposit.	-10		20	0.000										
Delaware and Raritan	43	- 1	2.90	0.000	99.623	53.327	131.491	84.455			of its			
Tide Water	45	• • •	2 90	0,000	•••••	•••••	•• •••••			• • • • • •	seen			
Union	80			0,000										
	101		1,00	0,000	•••••					28		•		
Sister Swamp	~~	لب	~~	~~	~~~	•••••	••••••		····	~~	٠		~~··	~~~
CANADIAN CANALS.	Len	gth	No. of locks.	Lockag in feet	Length	Size of loc of Width.	Depth on	Bottom.		E .Aim	ate.	to	1	1844.
he Welland canal					feet.	feet.	feet.	feet.	feet.	3,948				• -
	1		31	328	150		8 1-2	45	81			• • • • • • •		
on branch to Dunville Inot added	d 21		1	6	150			35	71			• • • • • • •		
	1	1.2	$-\frac{1}{}$	6	200	45	9	45	85		••••	•••••		
	9		2	7.	200	45	9	50	90					
Plat	. 4		2	11 1-5	2 200	45	9	50	90	672	498	973		
			7							865	3721	665,663		
nois, do. Coteau, Cedars and Cascades road	111	1-4	9	82 1-9	200	45	9	80	120	1,190	087	275,426		
do. Lachine rapids	. 8	1-2	5	44 1-9	2 200	45	9	80	120	old ca		400,000	20,288	
ent of do	112	···/:	E 20	FOE		• • • • • • • • • • • • • • • • • • • •				. 1,001	300	64,439		*
	66		57	525 74	120	24	6	36	60	200	000	440,000	1,409	
						~~~	~~~	~~~	~~	~~	~~	~~~		
	Lei	ngth i	in I			1843.	Div.	1844		Div.	Value			~~
COAL COMPANIES.	B	ngth incles.	. 1	Cost	Gro	Income.	per	Incom		Div.	Value of stock.		REMARK	S
COAL COMPANIES.	16	niles.	nais.		Gro 930,	Income.	per cent.	Incom	6.	per	of		REMARK	·=
	Chenango. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal. Delaware canal French creek. Seneca river towing path. Columbia railroad Eastern division: Juniata canal. Portage railroad. Western division canal. North branch Susquehannah canal. West """ Hocking canal. Miami canal. Miami extension. Miami northern division. Muskingum Ohio. Wabash. Walhonding. Western road Sundry works. Maume canal Sundry works. Maume canal Sundry works. Central railroad. Southern railroad. Southern railroad.  CANALS.  Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.) Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesey. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Tunk from Port Colborne to Port Dalhousion branch to Dunville preek branch to Port Maitland to the creek branch	Chenango Crooked lake Erie—enlargement of	Chenango   97	Chenango	Chenango	Chenango	Chenango	Chenango	Chenango	Chenango	Chenango	Chenango	Chenango	Chenango

		Length			Number		1 18	1843.	Div.		844.	Div.		Week e	ending
	RAILROADS.	in miles.	Cost.	and	of	on	Inco	come.	per	Inco	come.	per cent.	ous	July	ly 16.
Me.	1 Portland, Saco and Portsmouth	-		debts.	shares.		e Gross. . 89,997		cent.	131,404				-	5 1031
N. H.	2 Concord	. 35	750,000	0								12	65		
lass.	3 Boston and Maine,	. 56	1,485,461	1	.]		. 178,745	68,499	6	233,101	86,401	-	1117		8 114
66	4 Boston and Maine extension	. 17 1-4	-4 455,703	3 unfin.									-00		4:17
**	5 Boston and Lowell		1,863,746	5 none.	18.600	0 100	277,010	5 144,000	6	310,500	9 147,615 1 156,109	9 6	114	Alley.	4 11 4
86	7 Boston and Worcester	. 44	2 914 078	8	1.4.1	1	140 141	1 162 000	6	128,437	7 195,163	1 77	1201	54	4 1
41	8 Berkshire	. 21	250,000	0 not stated	31	1		17,500	7	17,737	7				
	9 Charlestown branch		280 260	0					13	34,654	13,971	1 51	1124		0 80
	10 Eastern		2,388,631	1 0 just opn'd			279,563	3 140,595	6	337,238	8 227,920	0 8	1131		5 1081
1.1	11 Fitchburg	. 50	-2: 38KI IMM B	111	1	1	1 264 1179	9	8		9 26,835 8 34,944		124	4	
"	13 New Bedford and Taunton	. 20	430,962	2			50.671	24,000			34,944 8 24,000				
** 1	14 Northampton and Springfield		172,880	unfin.	1										
" 1	15 Norwich and Worcester	. 59	2,170,360	900,000	16,535	5 100	162,336	24,871	1	230,674	99,464	4 3			5 711
			63,82L	unfin.						A		4	. 106		
1	17 Stoughton branch		63,075 250,000	unfin.	1	1)		90,000	8	96 68	20,000	8 0	118		4
"	19 Vermont and Massachusetts		200,000			1:::7	(	20,000		30,00.	20,000		110	4::::	4:::7
" 2	20 West Stockbridge	3	41,516	200	)	100	ſ'			4	1	4	1		1
" 2	21 Western, (117 miles in Mass.)	156	7,686,202	24,686,202	30,000	)	. [573,882]	2284,432		.  753,753	3 439,679	9 3	101		0 1021
" 2	22 Worcester branch to Milbury	74	8,431	506											
-	23 Housatonic, (10 months,)	38	1,244,123		10 000								. 31 95	25	5 93
" 2	25 Hartford and Springfield	25 1-2			2,000	100				. [ ]		1	30	-	30
" 2	26 Stonington, (year ending 1st Sept.,)	48	2,600,000	650,000	13,000	100	1113.889		4	154,724	79,845	4	29	625	5 28
N. Y. 2	27 Attica and Buffalo	31	330,211				45.896	7.522		. 73.248	3 48.033	3 0			
" 2	28 Auburn and Rochester	78	1,796,34:	200,000	14,000		189.693	3 112.000		. 237.667	152.007	7 6	1091	1	109
" 3	29 Auburn and Syracuse	26 22	766,657		500	1331	86.291	27,334		. 96,738	52,544	4 6	116	1	
" 3	District (446 miles.)	22	5 000,000	0	1,500	1)	1				1	1	100	1,325	30
" 3	31 Erie, (446 miles,)	53			1	1		48,000					200		
. 3	33 Harlem	26	1,206,231							. 140,685	62,399	9	691	170	691
11 3	34 Hudson and Berkshire	31	575,61.			50	()			35,029	1,789	9 0	112		
100	35 Long Island	96	1,610,221		29,846	il				. 153,456	58,996	6 0	71		0 681
" 3	37 Saratoga and Schenectady	22	1,317,893 303,658		10,000			58,780					584	1	
" 38	38 Schenectady and Troy	20 1-2				()	1								1
3	39 Syracuse and Utica	53	1,115,897	none.	16,000	621	163,701	72,000		192,061	120,992	8	117		
4	10 Tonnawanda	43	727.332	2			76.227	12,000						,	
" 4	11 Troy and Greenbush	6	180,000	)		()									
4	12 Troy and Saratoga	25 78	475.801				44.325	21,000	()	38.502)	9,971	21	132	96	123
I. J. 4	4 Camden and Amboy	61	2,100,100	none.	20,000	100	277,103	180,000	9)	331,902,	199'05's) 404 956	8	132 112	1 1	0 132
" 4	Elizabethtown and Somerville	26	500,000									(:::)	110	1	4:::
11 140	16 New Jersey	34	2,000,000								1	()	95		0 951
4	Paterson	16	500,000									6	90	1,225	5 88
Pa. 48	18 Beaver Meadow	26	11.000.000	N				1			1 1	1			
" 50		46 36	1,250,000				·······	()	)	[:]	()	()	30	·····)	1
" 51	Hazleton branch	10	4 120 000	V						1					
11 5	2 Little Schuvlkill	29	900,000		1										
" 5	3 Blossburg and Corning	40	600,000											()	1
54	54 Mauch Chunk	0	100,000				()	()		()	()			)	.1
56	66 Norristown	18	315,000						12			()	80	[]	A
11 57	7 Philadelphia and Trenton	30	800,000 . 400,000 .								()	()	104	1	1
11 58	8 Pottsville and Danville	29 1-2	2 1,500,000 .								(")		102	()	1
159	9 Reading	94	9,457,5707	7,447,570	40,200	50 .				597,613			58	2,330	57
". 60	50 Schnylkill vallev	10	1,000,000						1	1 ' 1		()		1 '	
" 6	Williamsport and Elmira	25	400,000				20,000					1			
el. 6	3 Frenchtown	93					43,045	200,000	)	1	210,000		151	11,831	
Md. 64	Haltimore and Ohio, (1st Oct.)	188	7,623,600				575 235	279,402		lesu 620	946 946	()	401	37	484
" 65	55 Baltimore and Susquehanna.	58	3,000,000								1 /	1	491 21		481
11 60	66 Baltimore and Washington	38	1,800,000					71,691		212,129	104,529		84	:	
a. 6	Greensville and Roanoke	18	284,433	37,544	2,000 1	100				25,368	6.074		28		
68	68 Petersburg	63 78 L-9	969,880	63,000		100				122,871	72,898	3	77		
70		78 1-9 76	2 1,454,171 . 800,000										2		1
' 71	1 Richmond and Petersburg	76 22 1-2	2 700,000								85,688		()	[]	1
1 75	Winchester and Potomac	32	500,000												1
C. 73	73 Raleigh and Gaston	84 1-2	2 1,360,000 .												
" 74	4 Wilmington and Raleigh	161	1,800,000												
"		136	5,671,452		34,410	75	464	77 456		532,871	140,196	5	1		
ia. 7	77 Central	190	2,581,723		0-3,-	124	201,404	77,456 . 93,190		328.425 1	180.704			1	1
1 78	78 Georgia	147 1.9	2 2,650,000 .			2	227,532	93,190 . 158,207 .		1					
" 7	79 Montgomery and West Point.	89	500,000	170,000 .	4	100				35,000	15.000				
Cv. 80	SOLExington and Ohio	40	450,000												
	All issla Minmi	46	400,000							1		1		1	
Phio 18	Bl Little Miami.	10					-			1	1		1	No.	
Phio 18	Mad river	40 56	152,0000.											1	

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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## AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

## Thursday, August 21, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 24,692 tons, and by canal 7,346 18, making 32,038 18 tons for the

The following is a comparative statement of the trade to same period last year:

	1844.	1845.
Schuylkill, railroad	228,091 07	446,059 0
" canal	210,202 02	125,444 0
Lehigh	173,735 00	225,952 00
Lackawana	140,000 09	160,000 00
Susquehanna	60,000 00	86,526 0
Pinegrove	24,528 16	35,792 15

836,556 05 1,079,794 01 836,556 05

Import of Coals at Boston .- During July there were received of foreign, 3763 chaldrons. Coastwise, 29,-027 tons and 46,500 bushels.

From Pottsville and Port Carbon—total. From Schuylkill Haven—total. From Port Clinton—total	209,244 226,918 9.916
Total by railroad	.446,097
From Pottsville and Port Carbon—total From Schuylkill Haven—total tons From Port Clinton	21 237
Total by canal	125,444

Total by railroad and canal......571,524 Total shipments from Mauch Chunk. Lehigh

coal and navigation co. Summit mines, -100.233 Room run do., 36,477--136,710 Beaver Meadow railroad and coal co., 43,370 35,564 From Penn Haven—Hazleton coal co. From Rock Port—Buck Mountain coal co., 10,308

WYOMING COAL TRADE—total ...
PINE GROVE COAL TRADE,—total ...35,792 MINEHILL AND SCHUYLKILL HAVEN RAILROAD total tons.. 151,914

## Arrival of the Hibernia.

The regularity of the Cunard Steamers is truly astonishing. The Hibernia arrived at Boston yesterday in twelve days-and the letters and papers were sent on by the postmaster who chartered the steamboat Traveller expressly for the purpose.

We have received by this arrival our regular files sive-in which we find many matters of interest, ber,-we shall however draw largely upon them for seen at our office.

traffic for the last week was £150,136, or £80,134 with the dimensions and weight of iron work. for passengers, and £22,587 for freight, being an increase of £23,314 over the corresponding week of last year. The half yearly reports of several companies have been recently made, which show a large increase of business. The receipts on the Grand Junction for the past half year are stated at £30,000 greater than the corresponding half yearly report last year, and this notwithstanding the reduction of 90,000, and freight 22,000 tons. The directors divided ten per cent., and have on hand a reserve fund of £64,000. Having learned by experience the results of reducing fares they are about making another reduction and at the same time increase their speed. The fare is to be from Liverpool to Birmingham, 98 miles, 17 shillings for first class passengers-it is now 20s., and the rates on goods are also to be reduced in a similar ratio.

> "The good old mother of railways," as the "Liverpool and Manchester" is justly termed, held its annual meeting, in the usual manner-declared a dividend of 10 per cent. per annum, passed the usual resolutions, and adjourned without any speech making. "Such," says the Chronicle, " is the management of a half yearly meeting, by Mr. Saunders and Mr. Booth."

> The Chester and Birkenhead company have declared a dividend of 4 per cent. per annum.

The great topic now under consideration appears to be the turning of canals into railways. The canals from Liverpool to London, through Chester, Birmingham and Wolverhampton, are it is said, to be turned into a railway. The proprietors of these canals having become satisfied that they cannot compete successfully with railways, have come to the wise conclusion to be their allies. They have therefore formed a confederation with each other to unite all these canals "into one continous group of canal railways." The water is to be let out and the canals to be filled up in part by levelling the banks. New capital to be raised and then they are to be allied with the present railways, which are to aid in furnishing five millions sterling, and thus avoid rivalry. Thus it is with canals having railroads along will be an exception—they must yield; in the same manner that stage coaches have yielded to railway cars. "This," says the Chronicle, " is truly a gigantic scheme, but we have reason to know that it is not the only one of the kind, a similar intention being entertained by the canal proprietors in the southern and wetsern part of England, in the district of the great western railway."

Sale of the Munroe (Ga.) Railroad .- We are in-\$155,100 one half, it is said, on account of parties con. We hope the road will now be put in good gers by stage coaches." condition.

Iron Bridge on the Reading Railroad.

For the American Railroad Journal.

The Acadia arrived out on the 29th, in 12t days. In compliance with your request, I send you a intendence of Mr. Gregory, the acting engineer.

By official returns, says the Railway Chronicle, tracing of one of the main trusses and the bottom of 2nd Aug., it appears that the amount of railway bracing of the iron bridge on this road-together

Yours truly, ROBT. MORRIE, Assist. Engineer, Reading railroad. DIMENSIONS.

	211111111111111111111111111111111111111			
e	Span at bearings	34	2	
	Total length of bed			
0	Top chords	2 x	2	•
t	Bottom chords	21	x 2	3
f	Braces	31	x 2	1
	Blocks			
_	Gibbs	3 1	2	
1	Height of main truss	41	l ir	ches.
	Bolster	11	6	
	Vertical bolt			ches.
	Spaces	1.9	15	feet.
	Width from outside to outside	21	ft.	# in.
	Width from inside to inside			
	Horizontal bracing	21	2	
ĺ	From inside of centre truss to outside of			
9	main truss	.91	1.1	Oi in.
	Height of centre truss			
	Floor joists, white pine			
9	String pieces, white oak	63	8.	
1	WEIGHT OF IRON WORK.			
	Total weight of all iron work in ton.	wt	qr.	Ibs.
5			1	8
	Weight of one main truss3	0	0	0
	Weight of centre truss 1	7	0	0
	Weight of horizontal bolts			560
s	Vertical bracing, main truss (cast			
-	iron)			1972
,	Top and bottom chords (wrot. iron).			2940
)				376
9	Weight of vertical bolts in main			
	truss including two wrought iron			
	washers to each bolt			934
	Weight cast iron blocks, main truss.			592
	Chords in centre truss same as main.			
	Bolts			829
	Blocks			
-	Braces			1680
	End posts			122
	End braces			138
	Twelve lateral brace blocks			60
-1				

The superior safety of railway over post coach side of them, with few exceptions—the Erie canal travelling is beautifully illustrated in the following extract from the London Railway Chronicle of 2nd

"SAPETY OF RAILWAY TRAVELLING .- Mr. Wakley, the coroner, at an inquest, held on Saturday, on the body of a laborer who had been accidentally killed on the Great Western last week, said, " it was a singular fact, that during the six years he had filled the office of coroner, although 15 miles of the Great Western, and 14 miles of the London formed that this railroad was sold, on the 5th inst, and Birmingham lines passed through his district, by order of the court. Mr. J. Cowles bid it off at he had not held an inquest on a single passenger who had met his death on a railroad. During the in New York and the other half for citizens of Ma- same time he had held several inquests on passen-

CROYDON AND EPSOM ATMOSPHERIC .- During the week a locomotive has been travelling up and down In compliance with our request, we have been furthe line from Dartmouth Arms to Croydon, for the nished, by Mr. Morris, the engineer, with the detail- purpose of consolidating it prior to opening in the ed dimensions of the iron bridge, heretofore referred course of three weeks. The tube, which is now of the English Railway Journals to 2nd inst., inclu- to in the Journal. We have also a drawing show- laid down over the 51 miles, is now undergoing the ing the ground plan and elevation of the bridge, on process of "sealing." The stationary engine at but have space only for a few extracts in this num- a scale of half an inch to the foot, which may be Dartmouth Arms is fixed, and those at the other stations are progressing. The staking out of the Epsom line has been commenced under the super-

## The Railroads of Belgium.

With a notice of the other modes of Internal Commugique et les Belges," by Major G. T. Poussin, formerly of the U.S.E.

BY G. C. SCHAEFFER, C. E.

For the American Railroad Journal.

line completed is 347 miles—148 miles only, having vidend. This he considers, very justly, as one of ges in everything bearing any relation to it. Thus a double track. To defray the expense of construct the most powerful arguments for the entire control ordinary carriages have increased in number in all tion, the chambers ordered a loan of 150 millions of of the roads by the state, for it alone, is able to place cities traversed by the lines, and in some they have francs with 5 per cent, interest and 1 per cent, to the the prices so low as to afford the entire benefit of a been introduced for the first time since the opening extinction of the debt. The whole cost of the railroads including interest on capital during the time of construction was 150,822,702 73 fr., or 284,119 fr. sury, of all moneys expended. We may remark the places not on the line. per kilometre-about \$90,000 per mile.

The actual expenditure up to

divided as follows:

Cost of road.....122,742,168 73

" stations... 9,471,624 20

Means of transp., 18,134,947 78

General expense. 4,398,033 35

Total......144,746,774 06 fr. The actual expenditure, is therefore, but 258,948fr. per kilometre.*

The following table shows the average cost of railroads in various countries.

In England .... 500,000 fr. per kilometre. France.....380,000 44 Belgium ..... 284,119 Germany . . . . 232,000 66 22 66 46 United States.150,000

COST OF WORKING .- Return for 1845, 347 miles of road.

Receipts: Passengers...........6,166,548 94 fr. Merchandize . . . . . . . . . 4,222,551 95 Carriages, horses, cattle. 331,174 00 Other sources ......... 115,487 30 

Expenses: Maintenance of road and

stations ..... 1,400,071 34 Transportation ..... 1,160,121 39 Genaral administration. 363,503 56 Cost of locomotion . . . . 2,841,734 51 Total..... 5,765,430 80

Excess of receipts over expenses. 5,465,062 51 fr. Thus the net receipts are 48.66 per cent. of the total receipts; the expenses, 51.34 per cent.

Proportion of expense of working, to total receipts.

In Germany ..... 59-1 per cent. Belgium . . . . . . . . 51.34 England......50-9 France..... 49-15 United States ..... 44.

The whole amount received on account of the railroads, amounts to a little more than the sum named, being 10,259 50 fr. per kilometre, and paying on the whole capital employed almost exactly 4 per cent. But the state pays annually 6 per cent. on the same capital-the annual loss to government being 2 per cent.—1 per cent. being for a sinking fund.

This apparently unfavorable result is to be considered in connection with the fact that the whole line has been in operation not ten years, and that while the receipts are increasing the expenses are diminishing, as will presently be shown.

* As in many cases the kilometre is mentioned (for we have not thought it requisite in all instances to reduce it to miles,) the reader will please remember that it is equal 6214, or nearly 5-8 of a mile.

SULTS OF THE RAILROADS.—Although pecuniarily the nication-translated and abridged from "La Bel-Belgian railroads are not profitable, M. Poussin formerly 28 cents per mile; it is now but 1.6 cents. considers the result as conformable to general expe- These are direct advantages easily translated into rience, that while the roads between great centres of figures and which cannot be estimated at less than trade and population are profitable, the numerous forty-five millions of francs. lines needful to the supply of the wants of the whole Cost of Construction.—The whole length of population are not so, that is, do not pay a large di- tion has not taken place without corresponding chanways an ample, although indirect return to the treathat this reasoning, although admirable for a monarchical government, is not at all adapted to our free country, where the doctrine of "rotation in office," "spoils," etc., would in all cases convert public "improvements" to public "curses;" and where a holy dread of monopolies has left all public interests in the hands of hungry speculators.

It will be seen from the table, that the cost of working the Belgian railroads is greater than it should be, but several things are to be taken into consideration. In the first place the material of the roads is as yet insufficient, and many points have required immediately on the opening of lines, a greater portion of attention to supply their wants than could be economically afforded with inadequate means. Particularly in the transportation department is this felt, as empty cars have to travel the road to supply the demand at various points.

Another very serious difficulty is the concentration of all the lines at Mechlin and not at Brussels the capital; this is undoubtedly a great mistake and must each year be productive of more disadvantage. The only reason for this arrangement would appear to be the more suitable position for the shops and depots at Mechlin, but the course of trade to the capital should not and cannot be diverted by any such consideration.

The minister of public works has declared that the expenses have reached their maximum while the receipts are continually increasing. Moreover the full benefit of these roads cannot be felt until ner be accomplished. the complete connection with the great routes of France and Germany is established and until such inter-national arrangements shall have been made as shall place the intercourse upon the most favorable footing.

The great effect of the railroad system upon socihad many rivals in the provincial cities, is now rapidly outstripping them all.

The effects produced are not to be measured by the return of four per cent. upon the capital invested, but by the influence upon the country in all directions. Before the establishment of railroads 600,000 passengers travelled annually upon the ordinary roads, now three millions four hundred thou sand, (3,400,000) pass over the railroads, nearly ten times the original number-and equivalent to the whole population, while formerly only one individual out of five travelled. What amount of money has been by this means put into circulation-certainly not less than 20 millions of francs. But these three millions and a half of passengers have realized vast benefits in the reduction of expense and the saving of time by at least one half, in many business. Thus twice the amount of business may iron.

REMARKS UPON THE DIRECT AND INDIRECT Re- be transacted in less than half the time at one half of the expense; for the average cost of travel was

But this extraordinary movement of the populasystem of railroads, finding in an infinite variety of of the railroads-and from all the stations the increased number is necessary to supply the wants of

> The working of quarries, mines, etc., has been very greatly favored by the railroads, while the fisheries have found a more certain distribution of their products, among a people famous for their religious observances and economy-in short, great fish eaters-in time too, a large supply will be required in Germany. In fact no branch of industry is without some benefit.

> Finally, a new business has arisen from the introduction of railroads, likely to be very beneficial to Antwerp. Emigrants for texas and the United States are carried over the Belgian railroads-baggage gratis and this saving has drawn large num-

> We must not forget to mention that the Belgian roads transport couriers and their dispatches gratuitously; and at a reduced price, music etc., for the national festivals, students of colleges, objects of art or industry intended for exhibition, soldiers and prisoners.

> Can we wonder that our author uses the expressive term "vivified," when speaking of the effects of railroads in Belgium. That country has indeed been brought to life by the system and has given a valuable lesson to every nation.

> M. Poussin, however, maintains that only under the control of the state, can all these benefits be obtained. Although many may not agree with him in this, it is very certain that such 'remarkable improvements to a whole nation could in no other man-

(To be continued.)

## Duty on Railway Iron.

The republication of the following letter to the ecretary of the treasury in May 1842, upon a subject of vast importance to the railway cause, may ety, is not yet fully developed. Already it would be useful, it is thought by many interested; we appear that railroads are beneficial to large cities and therefore give it a place in the Journal, and ask ruinious to small ones; thus Brussels which before for it a candid perusal by all parties. The columns of the Journal are open to the discussion of the subject by those entertaining different views.

PHILADELPHIA, May 20, 1842.

To the Hon. W. Forward, Sec. of the Treasury. Dear Sir: The subject to which I beg to call your attention is railway iron, which I observed in your tariff bill lately presented to the house of representatives, it is proposed to charge with * \$30 per ton duty, being almost equivalent to its first cost in England, and if to this be added the expenses of inspection, export duty from England, the freight, insurance, merchants'

the saving of time by at least one half, in many . The rate of duty afterwards imposed by congress cases by two thirds, which can now be devoted to is \$25 per ton, the same as on rolled or merchant

that it requires more manipulation, more ex- been done in several parts of the country alaltogether a more expensive article than mer-inconvenience arising from a change. chant iron; and cannot be made even in South might give many other reasons for keeping Wales under 40 shillings per ton advance the duty off edge rails for a few years longer, tempt it they could not succeed in making it himself. The principal expense of making of bar iron. The manufacture of flat bar materials to the place of manufacture and afrailway iron, with countersunk holes and mi-terwards the manufactured article to market; tred or square ends, has been attempted in for example, the ironstone and fuel (wood) this country, but only at three establishments are generally in the same neighborhood, but and all in this state* who have however made the limestone may be 10, 15, or 20 miles off, not exceeding 400 to 500 tons total. As the the furnace for smelting the ore into pigs is flat bar railway iron has been made in this generally many miles distant from the forge country, I suppose the manufacture may be or rolling mill, for converting into merchant extended and therefore I would encourage its iron, so also the rolling and slitting mills for domestic production; but it being impossible the manufacture of nails, &c., are usually to make edge rails for some years to come, I still more distant from the smelting furnace,

commission, cartage, storage, and all other wards per yard in weight to be imported free shire and other parts of England and also in from the fact that the importation of mercht of the railways in Rhode Island, Massachu-&c. iron and even pig iron, notwithstanding the settts and the eastern states have iron weighhigh duties on them, has continued; I con- ing from 55 to 65 lbs. per yard, and the use be manufactured for some years to come, is them with heavy or edge rails. This has pensive and very much heavier machinery, ready and will become universal wherever more skill and experience in rolling, and is railway concerns can bear the expense and over the price of bar iron, and if our people but fearing to intrude too much on your time tn Pennsylvania (where iron can be made I will only mention one other reason, and that cheapest in the United States,) were to at-fects the interest of the American iron master at less than \$20 to \$25 per ton over the price iron in this country arises from transporting

charges, independently of the expenses of get- of duty, for 6 years, say up to the 4th July Scotland, the iron masters, (and also the conting it to the line of railway, will amount to 1848, by which time I hope our establish-sumer) are interested to have the importation at least 33 per cent. more, which will make ments will have acquired sufficient extension of railway iron from England continued free the cost of this material so high as to inter- as well as capital and skill to undertake the of duty. Besides, the construction and use of rupt very seriously the importation, and thus manufacture of edge rails. To show railways calls for a very enlarged consumpinterfere most essentially with the further what I mean by edge rails, I send you en-tion of iron (every pound of which must be construction of railrways in this country, closed a sheet containing tracings of sections made by the American iron master) in making which for the rapid conveyance (at all sea- of the different patterns of rails in use in the locomotives and iron tenders, iron wagons, sons of the year) of intelligence, travellers, and United States and in Europe, but under this wheels, axles, spikes, screws, and a great merchandize, as well as for the defence of the denomination I class all rails which are roll- many other articles of iron which are all to country, may be considered indispensable, and ed that are not flat bars, whether they be of be furnished exclusively by the home produought by all means to be encouraged by the the T pattern, the H pattern, or the bridge cer. I will not trespass more on your time, federal government. If however the manu- pattern or any other pattern that ever has but conclude by reiterating the hope expressed facture of railway iron in this country could been rolled. My reason for restricting the above, viz. that all edge rails of 40 lbs. per be expected within a reasonable time, there minimum weight to 40 lbs. per yard is that yard and above that weight may continue to might be some inducement for endeavoring to the heavier (within reasonable bounds) the rail be imported free of duty 6 years, up to the encourage the home production of it, but the more perfect the railway will be. Most 4th July 1848. I have the honor to remain (Signed,)

G. RALSTON of A. & G., R. & Co."

P. S. The Liverpool and Manchester clude there is not capital and skill enough in of the flat bar is going out wherever the par-railroad company, began with rails 34 lbs. this country, engaged in making them, to sup-ties are rich enough to replace it with the per yard, but through successive changes goply the demand. This supposition is based edge rail. The use of the flat bar is most in- ing higher and higher, it now has rails of 70 upon the fact that in the last five years the an-expedient, and, though less in the first cost of ibs per yard. The heaviest iron used on any nual average importation of these two articles, the railway, ends in being more costly as the railway in England, is on the London and pig and bar iron, has been about 100,000 expense of repairs, cost of transportation, and Brighton railway, which weighs 76 lbs. per tons. But there has been no edge railway danger of throwing the trains of the tracks, yard. On the Philadelphia and Columbia iron rolled in this country, and it is not rea- render it in every point of view excessively railroad, the rail imported 10 years ago was sonable to expect that any will be until the inferior to the edge rail. In new and poor disconly 41½ lbs. per yard. What has been immanufacture of these (comparatively) raw tricts of country where every penny of ex- ported recently (within 2 years) weighs 56 materials shall be made in sufficient quantity pense in the first cost must be looked after, the lbs. per yard. So also on the Philadelphia to shut out their further importation. The flat bar may be used until by establishing and Reading railroad, their first rails did not cause of no edge railway iron being made channels of trade, sufficient capital may be exceed 42 lbs. per yard, but the recent imporhere, and why none ought to be expected to accumulated to justify the cost of replacing tations weigh 55 lbs. and this must give place in a few years for rails of 70 to 75 lbs. per yard, to accommodate the heavy trade of coal and iron on that road. If a duty on edge rails be imposed, the importation will cease altogether, or the rails will be rolled lighter and lighter instead of as experience has taught us they should be, heavier and heavier than they have been."

Northern, N. H. and Central Vt. Railroads.-These two roads, which are to unite at the mouth of White river, will complete a line of railroad from Boston to Burlington. The distance is about 250 miles, and the route generally exceedingly favorable. The line is now controlled by five distinct companies-with as many sets of officers to payand distinct establishments to keep up, which of course greatly increase the expenses of the line and must inevitably sometimes cause disarrangements. There will be accasionally misunderstandings arising from diversity of interest, and causes beyond the control of human foresight. With the very best intenpropose to allow edge rails of 40 lbs. and up-therefore until all these establishments or these tions in all parties it will be found impossible

Is it not important then that there should be a union of interest, a concentration of action, and a singleness of purpose? To us it appears that here is an opportunity for adopting the Hudsonian plan in England, of uniting several short roads under one head-one management which has proved so eminently successful not only to the shareholders by increasing their profits, but also to the public, by increasing, to an astonishing extent, its For the American Railroad Journal. facilities for business. Railroads are constructed to facililate business, to accommodate the public, and not to furnish offices for a few individuals who must live-and, if judiciously located and well managed, they will yield liberal returns to those who furnish the capital necessary for their construction. The interests of the shareholders and those who pay for the use of the roads are identical. When the people are well and cheaply accommodated then the shareholders receive liberal returns; therefore it appears to us the true policy to have only as many officers as are necessary to manage efficiently, only as many machine shops as are absolutely assential along the line, and as few hangers on as possible; then with low charges, frequent trains, and as high speed as the nature of the case will admit of, the people will be accommoda. ted, and the shareholders liberally compensated for the use of their capital.

We learn from the newspapers that the two companies have recently organized by choosing the following named gentlemen, directors and officers:

" Northern Railroad .- At the meeting of the subscribers to the stock in the Northern railroad, at Concord, says the Boston Courier, the following gentlemen were chosen directors—George W. Nesmith of Franklin, Natransported over the Lowell road, and yet it doubted right to entertain and express such than Carruth of Boston, Solomon Wildes of has not been found necessary to renew or views as his position leads him to entertain; yet Boston, Timothy Kenrick of Lebanon, Iaac tear up this track. This track is laid with others who look upon the various projected, and Spaulding of Nashau, Charles T. Russell of Boston, and Francis N. Fisk of Concord.

"At a meeting of the board of directors, the following officers were unanimously elected: George W. Nesmith president, Nathan Carruth treasurer, and N. G. Upham the experience already had there is no doubt be very likely to entertain a different opinion

September.

"The Central, Vermont, Railroad.-We announced in our postscript edition of last week," says the Burlington Free Press, "the ed altogether on all modern roads both in is in reality an important road, and especially organization of this company. Board of di- England and in this country. rectors: Charles Paine of Northfield; Rob. G. Shaw, Samuel S. Lewis, Jacob Foster, of Boston; Daniel Baldwin, James R. Lang. treal, is marked out by our Concord, (N. H.) don, of Montpelier; John Peck, of Burling-friends. The last N. H. Patriot says:

Charles Paine was chosen president, Sam- of the proposed railroad, is a little over eight The people of Portsmouth and along its line,

points to see alike, think alike, and act alike. It is theresand dollars, and it will be observed that a fore safe to presume that the distance between call of five dollars is made, payable on the Concord and Portsmouth cannot exceed forty first of Sept., with a view to an immediate miles. commencement of the work."

## Wear of Railroad Iron.

The facts stated in the following communication require no comment from us. They speak the right sort of language for those in-slight, and the course nearly straight. terested in railroads; and will we doubt not be amply sustained by experience.

ed to an article in the Journal of the 31st ult. quiring in no case, it is believed, a grade of entitled "wear of railroad iron," which seems to prove that the present iron in use will not bear a heavy traffic for any length of time. from 35 to 40 miles nearer to the sea-board The writer of this article takes the iron than by any other, and at a point, too, more used on the Lowell railroad, and says that favorable than any other upon the coast. this iron is of the most approved pattern, viz. the H weighing 56 lbs. per yard; and goes on to state that the company have found it sufficient depth of water to float the largest necessary to take up and renew the rails, after ships. having born but 420,000 tons, and therefore structive storms often so disastrous in other sets down 500,000 tons as the maximum ports. Unobstructed in the least by ice, in which iron of that weight will bear.

I will just give the comparison between the Lowell and the Philadelphia and Reading cution of commercial operations." road: and take that portion of the road extending from Pottstown to Reading a distance of 17 miles. This track was first used in 1837 and there has been transported over one track from that time to the present the following amount of freight, including passengers merchandize and coal:

Total tonnage up to Dec.: 1841 70,740 tons. '42 98,668 " '43 338,000 " . . . . .. .. .. " " jy 31 '45 421,386 in coal

## Total tonnage 1,434,202

Trail, and weighs 51 lbs. per lineal yard. The important lines of railroad in New England second track of this road is laid with the best from a more distant and less interested posi-T rail weighing 61 lbs. per yard; with the tion, with a full understanding of the onward exception of the aforesaid 17 miles—and with progress, and advantages of the system, will An assessment of five dollars per but that ten times the above can be rolled -at least within a twelvemonth, if not now. share was ordered, payable on the first of over the road without destroying the rail. A word of advice to those who are engaged Instead of the H pattern being the most ap- in this new enterprize. Adopt different proved, it is just the contrary, as it abandon-grounds to encourage its friends, and others, it

A New Route from the Atlantic to Mon-

"The distance from Portsmouth to Newuel H. Walley, jr. of Boston, treasurer, and miles. From Lamprey river to Concord, by will need the road for their own convenience

always for five heads, stationed at distant E. P. Walton, ir. secretary. The subscrip-the most direct of the routes proposed, it is

"For more than half the distance-for more than twenty miles from Portsmouth, the face of the country admits of a perfectly level grade, and the variation, for the purposes of economy will render the undulations very

"The remaining part of the distance the course lies through vallies admirably adapted to the purposes of this enterprize, admitting Mr. Editor: - My attention has been call- of a very straight and a very level course, remore than forty feet, and probably less than thirty to any one mile. •

"By this road the whole interior is brought

"Portsmouth, it is admitted, has the best harbor in the United States. Accessible at all times and under all circumstances, with a Completely sheltered from the dethe most severe seasons. And, on the whole, embracing all the facilities and conveniences for a safe, expeditious and economical prose-

Refering to the Portland and Montreal

road, the writer says:

"This work can hardly be set down for this generation, as the same object is attained by way of Concord, with, probably little or no increase in the distance.

"It is justifiable then to presume, that the Concord and Portsmouth road is to be the most eastly line of railroad communication from the Atlantic coast to the Canadas-and it may be added, the easiest and most direct."

We do not give the writer credit for being either a prophet or the son of a prophet—in Showing more than three times the amount relation to this matter; yet he has the unso to Portsmouth, and therefore should be taken early in hand; and it appears to us that it will be quite as likely to be constructed, at an early period, if it is believed that the Portland and Montreal road will be constructed "At a subsequent meeting of the board, market at Lamprey river village, on the line as if the people were sure it would not be.

and prosperity; which will not be in any manner increased by depriving Portland of equal advantages. It is a mistaken idea that the prosperity of one city is arrested because a dividend of 2 per cent. another is increased, if the natural advantages and artificial facilities are equal; yet of the value of our road than the short statewith the bost natural advantages, a city will ment that "it pays 3 per cent." not retain its relative position unless it also keeps pace in its artificial, with less favored rivals. Say therefore to those interested that up the blanks in your list, some of which "this road must be built if Portsmouth would are of importance in ascertaining the value our own eyes. keep pace with Portland as the road to Mon. of the investment. This I will give you. treal will most assuredly be built!"

## Petersburg Railroad.

We republish the following letter, which appeared in the number for the 31st July, that we may correct the errors of the pressand at the same time make an apology for their occurrence. They were marked in the proof, but accidentally omitted in the correction, we shall endeavor to avoid similar ly overrated in your report. omissions hereafter.

Petersburg, July 21, 1845.

Editor Railroad Journal-

Sir :- A friend has just called my attention to an article in your paper of the 26th of their debt out of the profits of transportault, a part of which I extract, as it is short :

" While I think of it I will correct the statement in relation to the road over which I preside, and two additional ones in your list.

"Its net income was..... 85,688

I do not suppose that the writer of the above intended to make a comparison between the two roads unfavorable to the latter, but the impression which the statement of my Lord Brougham. There are many must have made on the minds of your read-others, we imagine beside "Lady * * *" who ers was, that the first was twice as valuable an investment as the last, and that the last only "pays 3 per cent"

Let us see how far this impression is sustained by a more detailed statement in regard to the Petersburg road-"the road over

which I preside."

The Petersburg (not Petersburg and Ro anoke) railroad was finished in 1833. Up to 1842 it had paid in dividends 54 per cent. In 1842 and 1843 the company rebuilt the road with 15 miles of edge rails, and the balance with 1 by 21 inch plate iron, and constructed 3 miles of new road and an expensive bridge across Roanoke river. In these years no dividend was paid, the profits having been absorbed by the new work and the payment

The receipts of transportation for the 12 months ending Feb. 1st, 1845, Expenses of all kinds, \$123,670 81 except interest, was..... \$49,972 33 Interest account ..... 8,745 98 58,718 31

Net income .... Out of this income was paid— \$64,952 50 Of the debts due by the company... And a dividend of 3 per cent ..... 23,070 00 freight.

Out of the profits of the last six months we have paid about \$32,000 of our debt and

This will give your readers a better idea

Your informant, in sending you the statement about our road, omitted, no doubt accidentally, to give all that is necessary to fill

The road is 63 miles, (instead of 60, as in

your list.)

The number of shares 7,690, of \$100 each all paid.

The amount of loans and debts Feb. 1st, 1845, was \$94,592. This was reduced to less than \$63,000 July 1st.

Last prices of stock \$75 to \$77.

I have charge also of the Greenville and Roanoke railroad, the cost of which is great-

This road is 18 miles long. It cost \$284,433. Number of shares 2000 of \$100 each, all paid. Debt, 1st of May last, \$37, 544. This road was finished in 1837. Up to May last the company had paid \$46,858 tion. No dividend has yet been made. Last sales of stocks 25 to 28.

The receipts for the fiscal year, end-Interest account ...... 2,673 46—\$19,294 08

Net income-applied to the reduc- ?

I remain respectfully yours, H. D. BIRD.

The King of Railways.—Mr. George Hudson.—There is much more pith in the reply of Mr. Hudson in the following paragraph than kindness or candor in the remark think that his Lordship's "chatterings in the house" oftentimes do more "mischief" than good, and who would give him the same advice, if an opportunity should present, as Mr. Hudson, which we find in Herapath of 12th July, as follows, viz. "lately Lord Brougham seeing Mr. Hudson in conversation with some peers, stepped up to the place and said, " make way, my lords, that I may be introduced to the king of railways," then addressing Mr. Hudson, he observed "Lady • • has written to me to say, that I have done her a great deal of mischief by my chattering in the house, what would you advise me to do in that case, Mr. Hudson?" "Cease your 'chattering." was the pithy reply. Knowing how impossible that is, the noble lord silent for once.

Railroad Warehouse.—The Auburn and one of stone, 60 feet front by 125 deep. It tons, 78 miles in 1h. and 57m., or 40 miles

\$41,882 50 will be used exclusively for storing railroad

Astonishing Increase of Railway Traffic.-We find in the Mining Journal of 12th July the following statement in relation to the increase of railway traffic during the last six months. Such is the impulse given to business and to travel by railroads that we really cannot realize the increase untill we see the figures footed up, and even then so astonishing is the result that we can hardly believe

"Returns of Railway Traffic for the Past Six Months.—It will be seen, by the follow-ing return, that the average business of our railways is still progressively on the increase. On thirty-nine lines, embracing nearly 1800 miles, the traffic for the six months ending June, amounts in round numbers to 2,850,-0001.—being an increase of 550,0001 more than the corresponding six months of 1844. Of this increase, the London and Birmingham line has 52,000l., or 2000l. per week; Great Western, 41,0001.; Grand Junction, 30,000l.; Midlands, 57,000l.; Brighton, 14,-000l.; and South-Western, 8000l. Taking the value of money at 4 per cent, it gives an increase in the value of the above railway property of upwards of 26,000,000l. sterling, the result of increasing prosperity, although, on some lines, considerable extensions have been made."

In speaking of Nasmyth's steam pile driver the Mining Journal says, "At the great marine works, at Morice Town, near Portsmouth, the sea wall will be 1600ft. in length, the coffer dam for the construction of which is formed by a bouble row of piles from 45ft. to 66ft. in length, and from 14in. to 16 in. square. The size of this coffer dam is quite unprecedented, and by the use of the steam pile driver a saving of time will be affected of two years, and in money of 50,000l. The pile under the operation is seen to sink into the ground from 1st. to 6st. at a stroke, and the whole time occupied in driving a pile of 66 ft. long, is under four minutes—an operation which, by the old system, took from fifteen to twenty hours; the iron rim on the head of the pile is also dispensed with, and yet the timber remains without the slightest injury. It is almost impossible to imagine the great and important results which must ensue from this powerful agent, as by it numer. ous marine and railway works can be occomplished under circumstances which, with the old machine, would be impossible, such as harbors of refuge, piers, recovering land from the sea, and other extensive undertakings." We should like to know how this machine differs from "Crams steam pile driver" which has been used on several of our American railroads.

Speed on Railways.—A return has just looked very blank, and, mirabile dictu, was been published of the weight and speed of the express trains on several lines, from which we select the following:-Brighton averages 30 tons, performs 50 miles in 1h. and 27 Rochester railroad company have nearly m., or 34 miles per hour, including stoppacompleted the warehouse on the north of the ges; the Northern and Eastern, 27 tons, 321 depot. The building is a very substantial miles, 45 miles per hour; South-Western, 33

per hour; the Birmingham, 271 tons, 1121

TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a fatent in the United States for his process of smearing Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture

of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,
ja45 No. 4 Sout Fronth st., Philadelphia, Pa. SPRING STEEL FOR LOCOMOTIVES.
Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

NOTE NOTE, CIVIL ENGINEER, SUR-veyor and General Agent, Bangor, Mc. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES. Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, " "
Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45

AWRENCE'S ROSENDALE HYDRAULIC Cement. This Cement is warranted equal to 32 any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets must solidity for years. For sale in lots to suit purchasers, in tight paper-ed barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

PASSENGER LINES FROM BOS-TON.

Portland, via Salem Newburyport, Portsmouth and Trains leave daily, except Sundays. ton for Portland 7½ a.m. and 2½ p.m.; Newbury-port and Portsmouth 7½ a.m., 21-2, 51-2 p.m.; Salem 7½, 9, a.m., 12½, 21-2, 31-2, 51-2, 6½ and 8 p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, 4½, 6½, 8½ p.m.

Boston and Maine railroad—Upper route.
Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 1½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m. and 4 p.m.; accommodation and 3 p.m.

per hour; the Birmingham, 27½ tons, 112½ Norwich and Worcester railroad.—Accommiles in 2h. 55m., or 38 miles per hour; modation trains, daily, except Sunday. Leave Norwich 28 miles per hour; the Great Western, 76 tons, 194 miles in 4½h., or 42 miles per hour, and one train has kept the same time with 94 tons. This calculation, deducting slacking speed and stoppages, gives to the Birmingham and South-Western 43 miles per hour, and to the Great Western 50 miles per hour, averaging 76 tons.

Thus we see that on six of the principal railways in England the average speed is except Sunday, and arrives at Norwich at 9½. Norwich and Worcester railroad. - Accomrailways in England the average speed is fares are less when paid for tickets than when paid in the cars.

EMERSON FOOTE,

Superintendent.

Boston and Lowell Railroad, Summer Arrangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2, p.m.; leave Lowell at 7; and 11 a.m., 2 and 5; p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 11 p.m. and 41 p.m.

Concord and Nashua Railroad.-Passenger trains run daily, Sundays excepted, in connecger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and Lowell railroads, as follows: Leave Boston at 7a a.m., 11 a.m. and 5 1-2 p.m.; leave Concord at 41 a.m., 111 a.m. and 31 p.m. The second train arrives in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the steamboat line to Montreal. and Montreal.

Woburn Branch Railroad.—Special trains will run as follows: Leave Boston at 8 and 11? a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 1 1-2 and 51 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.
WALDO HIGGINSON,

Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at Tiverton, 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave 32 Concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 7 1-2 and 10 1-2 a.m., 41 p.m. leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m. On the arrival of the two morning trains at

Boston and Worcester Railroad .- Summer arrangement.-For Worcester and way stations mer arrangement.—For Worcester and way stations at 71-2 a.m., 13-4 and 5 p.m.; for Milbury at 71-2 a.m. and 5 p.m.; for New York, by Norwich and steamer, 4 p.m.; day line for New York, by Long Island railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 4 1-2 p.m. Newton trains, daily, except Sunday, from Boston at 9 1-2 a.m., 3, 5½ and 7 p.m.; from Newton at 7½ and 10½ a.m., 4

and 3 p.m.; leave Portland for Boston at 7½ a.m. trains leave Boston at 7½ a.m. and 3 p.m.

A special train will leave Boston for Andover at 12 m., and Andover for Boston at 4½ p.m.

The depot in Boston is at the corner of Canal and Traverse streets.

CHARLES MINOT,

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Trains leave Boston at 7½ a.m. and 4 p.m., and 4 p.m., pedham trains leave Boston at 8½, a.m., 12 1-2, 31-2 and 61-2 p. m.; Leave Dedham at 7 and 10 a.m., 2½ and 5½ p. m.; Stoughton trains leave Boston at 12 m. and 5 p.m. 32

WM. RAYMOND LEE, Supt.

Western Railroad. - Summer arrangement—Passenger trains leave daily, Sundays excepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Boston; Springfield 7 a.m. and 1 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 7 1-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake ment-Passenger trains leave daily, Sundays ex-Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 pm., lodge at Springfield or Hartford; leave Springfield at 9½ a.m., and arrive in New York at 6 p.m. Passenters may also leave Boston at 71.00 cm. Passenters may also leave Boston at 71.00 cm. sengers may also leave Boston at 71-2 a.m., proceed at 1 or 41-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston.

JAMES BARNES,

Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Branch and New Benjora and Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p.m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7½ o'clock a.m. and 3½ p.m.; leave Taunton for Boston and Proviat 8½ o'clock a.m. and 4½ p.m.; leave Taunton for Ivew Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afternoon trains connect with Stonington care and ternoon trains connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday.

W. A. CROCKER, and Friday. General Superintendent.

Fall river Branch Railroad .- Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 7‡ a.m. and 3 p.m.; trains leave Fall River for NeeB p ford at 71 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to New-port will find stages in readiness on the arrival of the morning cars at Fall River to take them on-ward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Stages also leave Fall River at I o'clock p.m. Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all and 6 p.m.; leave Charlestown for Concord at 6 p. m. On the arrival of the two morning trains at sizes; English hister, cast, shear and spring steel; Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON,
Eng. and Sup't.

S. M. FELTON,

Eng. and Sup't. the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa ia45

FOR SALE, AT A SACRIFICE - A LOCO-POR SALE, AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse

1 Upright Hydraulic Press.

All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists.

Founders and Machinis May 12tf

Alexandria, D. C.

FROM PHILADELPHIA. PASSENGER LINES NORTH AND PASSENGER LINES SOUTH AND EAST.

Camden and Amboy Line. By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2.25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily, at 6½ o'clock, a.m. For Frederick and intermediate stations; by extra train, daily, except Sunday, at 4 Fare \$4.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre.—
By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

31 PETERS, HAMMIT & CO.

Line, via Washington City, and the only line that

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittshurg can be procured at the Depot and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 41 p.m. G H HUDDELL, Agent. 31

For Baltimore. By Newcastle & Frenchtown Railroad and S'eamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.

G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Raitroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the west highly cultivated and heat. sing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Ma-

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 7½ a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given.

Passengers for York and Gettysburg will leave in the 7½ line.

JACOB PETERS & CO. 31

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 3th, at 71 a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

Susquehanna Line of Rail-road Cars and Post Coaches. road Cars and Post Coaches.

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, under the White Swan Hotel.

S. STILES, Agent. S. STILES, Agent.

FROM BALTIMORE

WEST.

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4cts. per mile. Through tickets are issued between Baltimore and Wheeling respectively, \$11. Between Baltimore and Pittsburg, \$10. Between Philadelphia and Wheeling \$13. D. J. FOLEY, Agent.

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order, D. J. FOLEY, Agent.

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$425. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10: Baltimore to Petershurg \$750: Baltimore to \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C.. at 6 a.m. Fast Mail Line .- Leave New York at 9 a.m. and

Passengers by the above line will arrive at Richmond by 111 o'clock p.m. and Petersburg, Va. by 21 o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.;
arrive in Baltimore at 21 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboot.—
Leave Philadelphia at 6 a.m. and arrive in Baltileave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' whatf, at 4 p.m., and arrives at Nor-folk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7. Fare through \$21.

For Philadelphia (Union Line,) via Chesapeake and Delaware Bay, and Newcastle and Frenchtown Raitroad.—The well known steamboat Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Bowly's wharf, foot of South street, at 8 o'clock, p.m. dafly [except Sundays] for Philadelphia. Through in 8 hours. Fare \$3.

Morning Train for Phila-

The morning train leaves the depot, Pratt street daily [except Sundays] at 9 o'clock, a.in. Passengers arrive at Philadelphia in full time to continue

Lancaster, by the Baltimore and Susquehanna rail-road. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3 50.

EORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1\(\frac{1}{2}\) in. to 2\(\frac{1}{2}\) in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served accordor circumterence, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be delicable by the Locaractive. Stationary chines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective fron and Brass Castings of all descripions.t ja451y

TICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, Reading, Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work:

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

of an descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York. RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,

ja45

21 Broad st., N. York.

## FROM NEW YORK.

New York and Harlem Rail-New York and Hartem Rau-road Company.

Leave City Hall for Yorkville, Harlem and Mor-Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

New York and Erie Railroad Line.

For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:—For passengers—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 71 o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 41, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection with the afternor line, to Bloomingburg, Wurtsboro, Monticello, M. Pleasant, Binghampton, Owego, Port Jervis, Holesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

## PASSENGER LINES FOR THE

NORTH AND WEST.

Morning Line, at 7 o'clock—For Albany, Troy and intermediate landings.—The stcamboat Troy. Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. trains, 30 minutes before the hour of starting from Monday, Wednesday, and Friday.

con, or 5 and 7 o'clock Line .-At 5 o'clock. Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to

P. C. SCHULTZ,

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M., to Boston and Albany; 8½, do., do., do.; 10½, do., do., do.; 2, P.M., to Boston and Albany; 4, do., do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do., do.; 12, M., or on arrival of the Boston train; 3, P.M.; 6, P.M., or on arrival of the Boston train. Fare, 121 cents.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane. 31 L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., ex-

cept Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent,

Troy, Ballston, and Saratoga Railroad,of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 3i, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 3i, P. M., daily.

L. R. SARGENT, Superintendent. 31

Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Pas-sage \$2, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS, the captain on board.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

## PASSENGER LINE EASTWARD.

Long Island Railroad Company.—Trains run from
Brooklyn depot.—Boston train, 81, a.m., daily, stopping at Farmingdale and St. George's Manor; acping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily at 1811 clearly means the arrival of team. daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train at 61, a.m., and 21, p.m., daily, for Brooklyn and intermediate places.

The steamboat Statesman leaves Greenport for

Sag Harbor twice each day, on arrival of the trains

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street,

Hoasatonic Railroad; Bridgeport and New York.

—The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted.] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 14, p.m., on the arrival of the cars, arriving in New York at 54 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified.

R. B. MASON,

Superintendent. Hoasatonic Railroad; Bridgeport and New York.

Superintendent.

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Railroad Line—Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 41 o'clock, P.M. Fare in
first class cars, \$4. Second class cars, \$3.

Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad Line.-For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 5½ o'clock A.M. Passengers will take the cars at South amboy. Fare Passengers will take the cars at Soum amooy. Fare to Philadelphia, \$3. Forward deck passengers, \$2 25. To Freehold and Monmouth, via. stages from Hightstown, \$1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffts, 121 cents. The steamboat Independence will land at each of

the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M. 31

The commutation fare between New York and New Brunswick and intermediate places, including the ferry, \$65 per annum. the ferry, \$65 per annum.

Paterson Railroad: Leave nesdays, and Fridays.

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, of departure.

Paterson Railroad: Leave New York, 9‡ A.M., 12‡, 5‡ P.M. Leave Paterson, 8, 11‡, A.M., 4 P.M. On Sundays, leave New York 9‡ A.M., 5‡ P.M. Leave Paterson, 8, 14‡, A.M., 5‡ P.M. Leave Paterson, 8, 14‡, A.M., 5‡ P.M. Passengers are advised to be at the ferry a few minutes before the stated hours of departure.

Office 75 Courtland street.

in the morning, from the foot of Whitehall street, South ferry.

U. S. Mail Line for New Haven, Hartford, and Leave New York, 8 a.m., 41 p.m.

Leave New York, 8 a.m., 41 p.m.

Leave New York, 8 a.m., 41 p.m.

Leave Newark, 9 a.m., 51 p.m. Leave Morristown, 7 a.m. 31 p.m. Passengers by the morning train to a.m., by steamboat New Champion, Captain Joel Stone, connecting with the cars at New Haven, for Hartford and Springfield. Night line for New Haven, for Hartford and Springfield. Night line for New Haven: The steamboat Hero, Capt. Richard Peck, eleaves on Tuesdays, Thursdays, and Saturdays, at 4, p.m. For Hartford, direct, daily, [Sundays excepted,] at 4, p.m.,—The steamboat Kosciusko, Capt. Le Fevre, every Tuesday, Thursday, and Saturday, and the Globe, Capt. E. D. Roach, will leave every Monday, Wednesday, and Friday.

Morristown will arrive in Newark in time to take the morning and afternoon trains from Trenton and Philadelphia. Morris and Essex Railroad.

# RICAN RAILROAD JOURNAL,

## AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY, AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 35.1

THURSDAY, AUGUST 28, 1845.

[WHOLE No. 478, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

## RATES OF ADVERTISING. One page per month...... One column "One square " One square " One page, single insertion. One columnn " " One square " " 8 00 One square " " Professional notices per annum.....

FEARNY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire,

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J. R. Anderson, Tredegar Iron Works, Rich-

J. R. Anderson, Tredegar Iron Works, Rich mond, Va.
J. Patton, Jr.
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J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
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Provicence, R. I.

New Jersey Malleable Iron Co., Newark, N. J. Gardiner, Harrison & Co. Newark, N. J 25,000 to 30,000 made weekly.

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J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)

TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

NORRIS, BROTHERS, Philadelphia. Pa.

## IRON MERCHANTS and IMPORTERS.

KITE'S Patent Safety Beam. (See Adv.)

(See Adv.)

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn. (See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia.

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys VV • estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

## KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled assenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passenger Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for raffroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

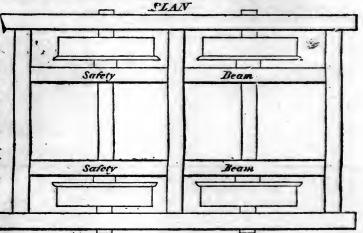
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

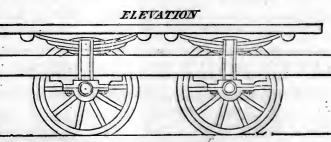
and lives in railroad travelling, and should be used on all railroads in the country.

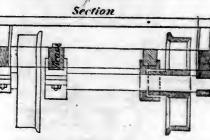
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes is market.

try, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. Ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent)

as England, where the substitute obtained a patient are found superior to any ever officed in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*4* Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any neretorore onered to the public. The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing loff at the top of the chimney through a capacious and unobstructed

off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who have desire to surphy so to be the information in regard to their merits:

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brocklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

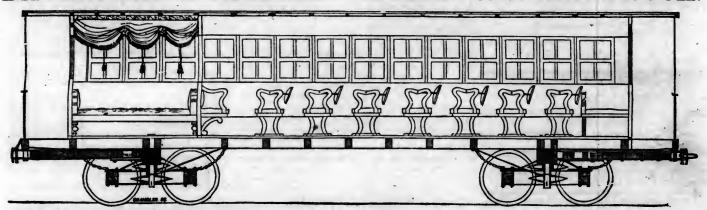
Philadelphia, Pa., April 6, 1844. **. The letters in the figures refer to the article given in the Journal of June, 1844.

Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

## DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON 4 South Front St., Philadelphia HE NEWCASTLE MANUFACTURING

THE NEW CASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders.

Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications, addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS.

etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.

—respectfully offers to dispose of Company, State
Rights, etc., under the privileges of letters patent to
Railroad Componics, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very a vantageous to the varied interests connected vu. their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post raid.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

## PASCAL IRON WORKS.

## WELDED WROUGHT IRON TUBES

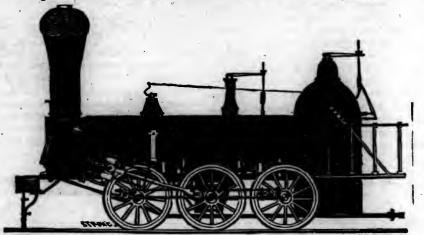
From 4 inches to 1 in calibre and 2 to 12 feet to capable of sustaining pressure from 400 to 2500 per square inch, with Stop Cocks, T. L., a other fixtures to suit, fitting together, with stop joints, suitable for STEAM, WATER, GAS, and LOCOMOTIVE and other STEAM BOILER FLE

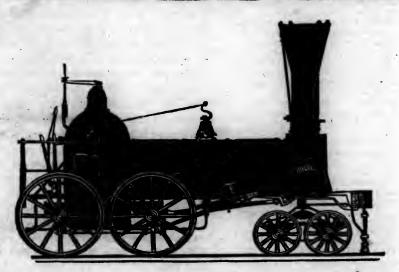


MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Street PHILADELPHIA.

#### NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inch	es Dia	meter of	Cylinder,	×	20	inches	Stroke
- 66	2,	14	"	"	ű		24		- 66
"	3,	141	86	"	ec .	X	20	. 6	•
66	4.	121	66	66	66	X	20		(4 =
66	5,	11:	66	66	66		20		£ 33
66 .	6	101	u	"	"			": u	"

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds male to order: and they call attention to their Chilled Wheels for the Trucks of Locomot ves, Tenders and Cars.

NORRIS, BROTHERS.

RAILROAD IRON,—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland. WILLIAM YOUNG, jy451m President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL V Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.. Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x454 feet two trains high with a ched my 451-70 feet.

feet two stories high, with a shed part 45 x20 feet, containing a large air furnace, cupola, crane and

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories

Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., 1atladelphia.

CYRUS ALGER & CO., South Boston Iron Company.

in the papers that several rails were removed of men than their own troops. from the Long Island Railroad on the 22d inst. near St. George's Manor, and that, but for the precautionary measure of sending out supine and emasculated condition of its peo- ancient capital of Russia; and it would be a a pioneer engine, in all probability a serious ple, gave a powerful stimulas to the extension still more easy matter to continue it in the diaccident would have occurred to the passenger train. This is a high handed measure and a liberal reward should be offered by the and a liberal reward should be offered by the president of the company for the detection and conviction of the villains who would thus hazzard the safety and lives of passengers to gratify their personal feelings. If they have just claims against the company prosecute, not persecute them. What would be said of the company or of an individual who having of Siberia to the pillars of Hercules. claims against any one of the Long Island farmers, which he might not be able to satisfy, or which he did not deem equitable to the not include those of Austria or Italy, nor does commercial relations between Russia and full amount claimed & therefore refused to pay it until it was adjusted—should set fire to his this system of circulation, and yet in that one peace continue, there will be no difficulty in crops? Would not the perpetrators of such thousand miles. crimes be execrated by all right minded persons, and punished by the laws of the land? to Asia.—In looking at the map of the rail-most assuredly and so also should those be Most assuredly and so also should those be who would jeopard the lives of passengers on a railroad to spite its managers. No acts Lisbon to Konigsberg, the capital of Eastern of the company can palliate the proceedings Prussia. The following is the enumeration of the people, or rather of a few rioters, as and length of the various railroads compowe are sure the people of Long Island are not sing this gigantic line: abettors of such a course-if they are it is with an ill grace that they complain that the company does not consult their convenience in running their trains.

We call upon the people of Long Island to ferret out the miscreants who have been guilty of this outrage-and upon the company to prosecute them to the extent of the law, and also to adjust and settle the difficulties between the company and the people-and at the same time to so arrange their business as to accommodate the business of the Island as the interests of the people and the company are identical.

## European Railroads.

The Evening Post of 2d inst. gives the following graphic description of the vertebral railroad (that is to be) in Europe.

European Railroads.—Those who thought last year that the railroad movement in Europe was merely speculative, now acknowledge their error, and begin to consider it in its true light, as one of those changes in the mode of intercommunication which mark an 11. era in the progress of civilization. The opposition to these projects came partly from the conservatives, who are in all countries opposed to any thing new, and from the miserable bureaucracy of some of the most enslaved states, who feared the extension of knowledge, and dreaded the facilities given

Long Island Railroad.—It is reported for the rapid movement of any other masses

which we extract from an English paper, does plying on the Caspian sea and keeping up it embrace many of the French and German Persia, Independent Tartary, and the provinroads. It is confined to one great Aosta of ces beyond the Caucasus. Thus, should house in the night, or destroy his cattle and line comprises a length of more than two a short time in travelling from the mouth of

Great Vertebral Railroad through Europ projected, a grand vertebral line of communication may be perceived, stretching from

1. From Lisbon to Madrid, still only projected, by an Anglo-Portuguese Spanish company, by Alcantara, Almaraz, Tala-vera, and Escalona, showing a length of

English miles.....
2. From Madrid to the frontier of France, near Bayonne, passing by Calatayel and Pampeluna, projected by an English com-

leme, Poictiers, and Tours; in course of execution; conceded to the company

From Orleans to Paris; conceded to a French company, and open to circulation from 1843. The Great Northern Line from Paris, by

Creil, Clermont, Amiens, and Arras, to Lille and Valenciennes; a line executed by the state, and almost terminated....

6. From the Frontier of France, or rather from Valenciennes to Brussels; execu-

Berlin, terminated. From Berlin to Stettin, along the Baltic

sea, terminated ... From Stettin, by Stolen, Dantzic, and El-bing, to Konigsberg, in course of execu-tion under the superintendence of the engineers of the Prussian government ....

This grand, European line will not stop short on the banks of the Pregel. If the The two great powers, however, of eastern emperor Nicholus gives permission, a com-Europe, one of them secure in the great ex-tent of its sovereignty, and the other in the Tilsit. Kowno, Wilna and Smolensko, to the and the prime minister of Austria, really anx-tocrat is at present constructing between the ious for the welfare and comforts of the peo-two capitals of his empire, a railroad which ple, provided they did not venture to think for themselves, projected and is now comple-a commercial town situated at the conflux of ting, a great chain of railroads, which will the Volga and the Oka, the rendezvous of soon intersect the great continent of the old the traders of Europe and central Asia. world, and diffuse the blessings of commerce From Nishnei-Novogorod steamers descend and interchange of thought, from the wilds the Volga to Kasan and Astracan. In this latter city the emperor of Russia has lately The enumeration of these great works, got several steamers built, for the purpose of the Tagus to the very centre of Asia.-Whilst looking forward to the realization of this magnificent work, we can announce with certainty that in the course of 1846 two considerable portions of the vertebreal line will be completed—one from Tours, by Paris and Brussels, to Cologne, and the other from Hanover, by Berlin, to Stettin.

## Tonawanda Railroad.

The railroad from Rochester to Batavia has, we understand, been rebuilt in a very substantial manner and laid with a heavy plate rail. It has also, within the last year, been connected with the road eastward, so that there is not now as formerly, the trouble of carting baggage through the city from the depot to the street and the reverse, as there was no depot building, we believe in Rochester, for this road. It always affords us pleasure to hear that a company that began early-and this was one of the earliest in operation in the state—and has had serious obstacles to encounter, has surmounted them and is able to renew and improve its works. We take the following extract from an article in the Rochester Democrat, and we congratulate the people of Rochester and all others interested upon the result of their efforts. They will yet lay a heavy edge rail upon their road.

"The proprietors who had never despaired of the success of their enterprize, began, about a year since, with renewed energy to redeem the reputation of the road, and res-100 tore its waning fortunes. Through the means of a loan based upon increased capital stock, they have within a year completed a connection with the Eastern railroad, through the city of Rochester, with a solid H rail, at an expense of about \$35,000, and re-construc-2,138 ted thirty-three miles of their road from Robetween Rochester and Buffalo for the accobeen used on this road.

The In addition to the above, the company have time saved in passing between Rochester and during the present season [1845] extended the 2203, tonnage 5282, and receipts £3355 at par."

### Railroads in Schuylkill County, Pa.

The following is from that excellent paper, the Miners' Journal, published at Pottsville. It is the commencement of precisely what we have long desired to see published by the newspapers in the vicinity of the different railroads. There are several railroads in different parts of the country, in relation to which we have not been able to obtain accurate or even any, details. It is so in relation to the numerous short roads in the coal region of Pennsylvania; we are therefore the more obliged to the editor of the Journal for having commenced a good work, in which we hope he will persevere, and join us in calling upon the editors of papers residing in other parts of the coal region, and indeed, upon all editors residing near any railroad in the United States, to obtain and publish, a concise description, with full details of them, similar to the one which we now give of the "Mine Hill and Schuylkill Haven railroad." If they will do so, we will re-publish all, and thus put in the possession of each, the details of all the roads; by which thousands of people will be furnished with very desirable information. What say you gentlemen of the press, will you obtain and publish a description of the roads in your vicinity?

Schuylkill county while the trade was in its other purpose, it will be data to refer to here-We commence with The Mine Hill and Schuylkill Haven Railroad. This road extends from Schuylkill Haven to the Broad early development of the railway system mountain a distance of 10 miles. It has in this country says the London Mining Jourthree branches-one of which extends up the nal, it was generally feared that the compa-4½ miles—another up Muddy Branch 3 miles, that. when the coaches were driven off the and another up Wolf Creek about 2 miles—common roads, the public would be subject to making the total length of the road at presum extravagant charges, which the caprice, the second week in August in the last three ent 191 miles.

Dutton and Fowler, the contractors, and Asa low the junctions of the West and North ities the public have been looking forward to Sprague, esq., the superintendent, for com-West branches of the Schuylkill, the rails for some time—"cheap travelling," and which pleting this work so thoroughly and so are of an average weight of about sixty will insure a greater traffic on the lines, and promptly. The whole work is thoroughly pounds to the yard; on the ascending track maintain their stability in these days of raildone with a heavy wooden superstructure, above the junction, thirty-six pounds to the and it is perhaps the best specimen of a rail-yard. These rails are secured by cast iron road with plate in the United States. The chairs, bolted or screwed into wooden sleepre-construction was completed on Satur- ers resting on mud-sills and placed at distan- the benefit of this reduction compared with day, July 5, a third or day train was put on ces of three feet apart. No steam power has last year: -Week ending July 19th, 1844,

Buffalo by the new structure is full one hour Muddy Branch lateral one mile with a dou-showing an increase of 2327 tons in traffic, or one-fifth the former time. A great portion ble track, and have determined to extend a while the difference in the money returns is of the debt created to accomplish this work lateral into the Swatara coal region about 8 only £954 less than formerly-viz., before has been paid by a sale of the increased stock miles, which will be commenced as soon as the reduction in June. For the week endthe company have fixed on the most eligible ing July 26th, 1845, the total receipts for pas-

> iron bar. The whole of the wooden rail nage of goods since last year, which, it will a T rail, which has since given way to one doubling the quantity, and no doubt will of greater weight. During the present season gradually increase. On the South-Eastern about 3 miles of the road have been relaid - railway a reduction of 3s. in the first class, and an extension made of one mile.

The whole cost of the road as at pres-...\$393,881 10 2,296 23

396,117 33

The capital stock consists of 7019 shares of \$50 each, 

Contingent fund.....

like precision.

This is decidedly one of the most prosper-"Few of our readers are acquanted with the cost of the public railroads constructed in annum, during which time its length has Germain, and other lines, the traffic has inbeen considerably extended, and nearly the creased. infancy,—and as these roads are daily rising whole route relaid with heavy iron rails out in the scale of importance, we have taken of the profits of the company. The stock is measures to procure the necessary informance quoted at \$80 for \$50 paid. Last year tion correctly, and will lay the same before 334,000 tons of coal were transported over our readers as we obtain it. If it serves no the road, and this year the quantity will exceed 450,000 tons.

Reduction of Fares on Railways.—In the or cupidity, of the executive might impose, years was: The company was incorporated by an act and for the first few years there were good passed on the 24th, March 1828. grounds for those fears; but, as the system ssed on the 24th, March 1828. grounds for those fears; but, as the system The construction of the road commenced extended, and some spirited directors began

chester to Batavia, with a heavy plate rail, in 1829, and it was opened for public use in to try the experiment of cheap fares, it was at an expense of about \$130,000, making a 1831. Since that time the transportation over soon found they not only tended to the actual expenditure of \$165,000. All this has it has amounted to 2,220,965 tons. commodation and comfort of the public, but been done without interrupting the running. The road and its laterals, are constructed of the road. Much energy, perseverance, with heavy iron T rails the whole distance activity and ingenuity, were required on the with trifling exceptions, and with a double part of the company and the contractors to track. On the descending track for the effect this; and much credit is due to Messrs. whole extent of road and on both tracks beginning to the resulting the running. The road and the constructed duction of fares on the different great lines have been localized to the profits of the proprietors. Such reduction of fares on the different great lines have been localized to the profits of the pro

> sengers, parcels, mails, carriages, horses, mer-The superstructure of the road as original-chandize, and cattle, £22,504 4s. 10d. A rely constructed was a wooden rail with flat duction of 10s. in 23s, took place on the tonwith light flat bar was superceded, partly by be seen, immediately had the effect of nearly 2s. in the second, and 1s. 4d. in the third, has been adopted by the directors. The following are the comparitive fares:

1st class. 2d class. 3d class. Old fares 12s. 7s. 4d. 18s. New fares. 15s. 10s.

Day tickets to be granted one-fourth below the regular charges, and season tickets to be issued; these alterations will come into op-375,950 00 eration on the 1st. of September. The directors of the new railways passed this session cannot be too particular in turning their The alterations of the superstructure of the attention to this point. In France the beneroad as above stated, prevent the wear and fits of cheap travelling is most forcibly shown tear of it from being estimated with anything on the Paris and Rouen railway, which averages 155,922fr. per week—whilst last year it was only 131,620fr. On the Paris and ous railroad companies in the United States. Orleans 153,016fr.; last year it was only

> Amount of all the tolls received on all the New York state canals in each of the follow-

ing yours.		
	2d week in Aug.	Total to 15th Aug.
1839	\$30,907	\$325,377
	39,820	
	46,125	
	32,269	
1843		972,496
	61,971	
	58,047	

It will be seen that the amount thus far West Branch of the Schuylkill a distance of nies would become a giant monopoly; and received is \$38,000 behind the last season,

The business of the Reading railroad for

					Business.	Tonnage.
Week	ending	August	19,	1843	\$11,947	6,728
. 86	_				16,627.	
23		**			29,004	

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Paris and Rouen		84 1,440,0			31,247	91.171		8 0 0	0 20 40	F	RENCH B	AILWAY	8.	
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oventry	500 100		20   36				n		4,433		100		223	225
romtord		o. do.	24 250				tion		5,500		41 2-3		88	90
		o. do.	9 10				L. B. At		1,500		30	21	57	500
Derby		o. do.	32 44				and Sali		6,486 1,000		30 100	88	57	57
Derby			7 16				lesex		8,294		631	6	55 126	55 127
Derby	1,297 400	100			3	., 141444				eks.	1 001	of	1120	1221
Derby	1,600 100	0 10												
Grand Junction	1,600 100 1,500 d	o. do.			Con	mercial	Dock.		1 065	100	1100	1 3	1 >0	
Derby  Erewash  Forth and Clyde  Frand Junction  Brand Surrey.  Gloucester and Rerkley.	1,600 100 1,500 d 5,000 d	o. do.		8 8			Dock		1,065		100	3 54	137	
Derby .  Erewash .  Forth and Clyde	1,600 100 1,500 d	o. do.		8 8 185	3 as	and W	Dock est Indi	a	1,065 3,238,310	sto.	100	51	137	115
Derby Trewash Orth and Clyde Frand Junction Frand Surrey Fr	1,600 100 1,500 d 5,000 d 749 150	o. do. 150 471	8 18	8 5 185 40 640	ass on I	and W don Catharin	est Indi	a		sto.	100			115 171

	,						3 C		. P. 4.6		the last
in miles.	Cost	Income.		Income.	Ezpen	13 to 1	7 feet w	ride, a	nd 80 to 90	feet in leng	th.
35			10.052	04 616	14 449	The	six m	illion	s paid to	the canal	fund fr
64						estima	n and	cost.	The Ge	e not inch	ev and
23	684,600	8,140	14,486	14,385	12,740	Black	river o	canal	s require	large sun	as for th
97											
363	19 648 859	1 880 316				is muc	ch grea	iter th	han the es	stimated gra	oss inco
120											
		12,292		19,641	15,557						
6					1,636	finishe	ed \$5,53	53,00	0 and \$2,	409,000; a	in exper
38					28,599	ture in	curred	on e	stimated	incomes (a	admitted
60				109.278	22.870	De MDe	erai,) o	1 223	,000 and	\$14,000 10	Specure Donne
45							for 18	43 w	ere \$1.0	19.401: for	1844 \$
	69,276					164,32	26, and	the c	ost about	30 million	s.
	4,201,969			170 701	1205,067	The	receip	ots for	r 1844 we	ere as follo	
30				179,701	130,913	Canal	tolls,			•	578,
361	1.828.461			351,102	248,943	Matir	ad toll	18,			252, 319,
105	1,000,101					Truck	e powe	1,			13.
73 {				101.949	57.633	06 mb 3	LA MED	5,922	is from	118 miles o	of railro
	007.100				4 120	and \$	578,404	fron	n 550 mil	les of cana	l.
95											
105		8.291	30,020		14,741	perty	tax of	51 m	ills on th	e dollar.	There
35				unfin'd.							
91	1,627,318	23,167				1 12	n '43 r	neino	*155//	244 I De	increas
334				49 500							
91											nghout
31					2,929	counti	ry than	ever	pelore K	nown.	
	11.000.000			•		The	ese 21	millio	ons on su	undry work	s yield
										lde shove	6 mar a
			Pr 000	011 170	80 490	and is	s the or	nly Si	late work	the Erie	canal
68		94 064	7 907		70.000	repte	d-whi	ch is	able to st	tand alone.	
~~~	~~~~	~~~		~~~	~~~	~~~	~~~	~~	~~~		~~~
in	Cost.	Incom	e. pe	r lac	come.	per cent.	cf stock.		3R	EMARKS.	_
25	400,000							***			ama fine
	1,000,000						• • • • • •				
104	10 000 400	40 000	••••	••••••	• • • • • • •	• • • • • • • • • • • • • • • • • • • •	• • • • • •	lare			arc para
19	300,000	47,037						1 11	he Chesa	peake and	Ohio ca
13	000,000						20	is no	ot yet co	ompleted to	o the
108	3,500,000	279,795 10	2,221	. 190,693	3 120,624	£	31	mine	s, hence	its trifling	income
••••		•••••	••••	• • • • • • • • • • • • • • • • • • • •		1	•••••	kill c	anal has	been com	nenced
			• • • • • • • • • • • • • • • • • • • •					Th	e Morris	s canal was	lately :
10	200,000							for or	ne millio	n, about on	e-fourt
43	2,900,000	99,623 5	3,327,	. 131,491	84,455			of its	cost. It	t is said in	the pay
	300,000							that i	it is to be	emargeu.	AACTI
							•••••	point	ment of	any engine	er.
								Politi			
								1			
Length.	No of Last		Bize of loc	ks.	Width					Inco	me.[]
miles.	locks. in fee	chamber	Width.	mitre sill.	Bottom.	Surface		. 5	ept. 1843.	1843.	1844
		feet.	feet.	feet.	feet.	feet.	3,948,	5722	,485,572	64,658	
e 28	31 328	150	26 1-2	1				• • • •			
	1 6	150	26 1-2		35	71		• • • •			
d 21			45	9	45	85					
1 1-2		200	10				1				
1 1-2	1 6										
1 1-2	$\begin{array}{c c} 1 & 6 \\ \hline 2 & 7 \end{array}$	200	45	9	50 50	90 90	672	498	973	-	
1 1-2	$\begin{bmatrix} 1 & 6 \\ -2 & 7 \\ 2 & 11 & 1 \end{bmatrix}$	-2 200 -2 200			50 50 50			498		-	
1 1-2 2 . 4 . 3-4 .11 1-2	$ \begin{array}{c cccc} & 1 & 6 \\ & 2 & 7 \\ & 2 & 11 & 1 \\ & 1 & 3 & 1 \end{array} $	200 -2 200 -2 200 200	45 45 45 55	9 9 9 9	50 50 100	90 90 150	865,	3721	,665,663	-	
1 1-2 2 4 . 3-4 . 11 1-2 d 11 1-4	2 7 2 11 1 1 3 1 7 48 9 82 1	200 -2 200 -2 200 200 -2 200	45 45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190,	372 1 087	,665,663 275,426	രെ റെട	
1 1-2 2 4 . 3-4 .11 1-2 d 11 1-4 . 8 1-2	2 7 2 11 1 1 3 1 7 48 9 82 1	200 -2 200 -2 200 200 -2 200	45 45 45 55	9 9 9 9	50 50 100	90 90 150	865, 1,190, old car	372 1 087 nal	,665,663 275,426 400,000	29,288	
1 1-2 2 4 3-4 11 1-2 d 11 1-4 8 1-2	1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1	200 -2 200 -2 200 200 -2 200	45 45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190,	372 1 087 nal	,665,663 275,426	29,288	
1 1-2 2 4 . 3-4 .11 1-2 d 11 1-4 . 8 1-2	2 7 2 11 1 1 3 1 7 48 9 82 1	200 -2 200 -2 200 200 -2 200	45 45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190, old car 1,001,	372 1 087 nat 333	,665,663 275,426 400,000	29,288 1,409	
1 1-2 2 4 11 1-2 11 1-4 8 1-2 12 66	1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	200 -2 200 -2 200 -2 200 -2 200 -2 200 -120	45 45 45 55 45 45 24	9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120	865, 1,190, old car 1,001, 200,	372 1 087 nat 333 000	,665,663 275,426 400,000 61,429 440,000	1,409	
1 1-2 2 4 3-4 11 1-2 11 1-4 8 1-2 12 66	1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 5 44 1 57 525 9 74	200 -2 200 -2 200 -2 200 -2 200 -2 200 -120	45 45 45 55 45 45 45 45	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120	865, 1,190, old car 1,001, 200,	372 1 087 nat 333 000 Value of stock	,665,663 275,426 400,000 61,429 440,000		s. : 1
1 1-2 2 4 3-4 11 1-2 d 11 1-4 8 1-2 12 66	1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 1 5 44 1 57 525 74 57 525 74 8 2,80	200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -120 -2 200 -2 200 -2 200 -2 200	45 45 45 55 45 45 45 24 1843. Income. Income.	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 36	90 90 150 120 120 60	865, 1,190, old car 1,001, 200,	372 1 087 nat 333 000 Value stock	,665,663 275,426 400,000 61,429 440,000	1,409	a ; 1 ,
1 1-2 4 3-4 11 1-2 d 11 1-4 8 1-2 12 66 Length miles R. rd. Ca	1 6 2 7 2 11 1 1 3 1 7 48 9 82 1 1 5 44 1 57 525 74 57 525 74 8 2,80	200 -2 200 -2 200 200 -2 200 -2 200 -120	45 45 45 55 45 45 45 24 1843. Income. Income.	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 36	90 90 150 120 120 60	865, 1,190, old car 1,001, 200,	372 1 087 nat 333 000 Value of stock	,665,663 275,426 400,000 61,429 440,000	1,409	x ; ¹ ;
	Length in miles 363 120 64 23 97 8 363 120 6 38 25 60 45 105 36 36 105 35 105 35 91 25 31 110 68 105	Length Cost. 1,524,967 21 237,000 64 1,251,662 684,600 97 2,420,000 8 156,777 363 12,648,855 120 3,739,000 6 50,000 38 565,437 25 60 69,276 82½ 4,201,963 363 1,828,461 105 2,856,636 352,2000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 334 4,600,000 1,627,318 3,500,000 1,000,000 1,842,308 68 936,295 1,250,000 1,000,000 1,000,000 1,842,308 3,500,000 1,000,000 1,	Length Cost. Income. 35	Length in miles. Cost. Income. Expend. 35	Length in miles. Cost. Income. Expend. Income. 21 237,000 16,557 10,953 24,618 116,739 23 684,600 8,140 14,486 14,385 97 2,420,000 16,195 15,967 22,179 8 156,777 461 3,674 1,498 120 3,739,000 12,292 13,819 19,641 12,292 13,819 19,641 12,292 13,819 19,641 12,292 13,819 19,641 12,292 13,819 19,641 12,292 13,819 19,641 12,292 13,819 19,641 10,000 12,292 13,819 19,641 10,000 12,292 13,819 19,641 10,000 12,292 13,819 19,641 10,000 12,292 13,819 19,641 10,000 12,292 13,819 19,641 10,000 10,000 12,292 13,819 19,641 10,000 10,00	Length n miles. 1,594,967 1,000 16,1557 10,953 24,616 14,443 116,739 23 634,600 8,140 14,486 14,385 12,740 8 156,777 461 3,674 1,498 3,951 120 3,739,000 12,292 13,819 19,641 15,557 138,915 120 3,739,000 12,292 13,819 19,641 15,557 1,636 12,648,852 1,880,316 120 3,739,000 12,292 13,819 19,641 15,557 1,636 1,630,739,000 12,292 13,819 19,641 15,557 1,636 1,630,739,000 12,292 13,819 19,641 15,557 1,636 1,630,739,000 12,292 13,819 19,641 15,557 1,636	Length n miles. 1,524,967 1,524,967 1,524,967 1,524,967 1,524,967 10,253 24,618 14,443 auction estimated in the property of the property	Length in miles 1,524,967 237,000 16,557 10,953 24,616 1,251,624 102,308 116,739 estimate of 6 64 1,251,624 102,308 116,739 estimate of 6 64 1,251,624 102,308 116,739 estimate of 6 63 12,648,6821 1806,777 461 3,674 1,485 12,740 Black river 10,000,000 10,195 15,967 22,179 15,960 completion, t is much gree of these can of the completion, t is much gree of the co			

	RAILROADS.	Len	gth	Cost.	Loans and	Number	Paid		43.	Div.		44. ome.	Div.	Previ-	Week o	23.
	RAIDROND	mil		Cost.	debts.	shares.	hare			cent.			cent.		Shares.	Pri
. 1	1 Portland, Saco and Portsmouth	50		1,200,000				89,997	47,166	7	131,404	62,172	6	101	24	10
I.	2 Concord	35											12	65	1	1
5.	3 Boston and Maine	56						178,745	68,499	6	233,101	86,401	6	114	6	11
-	4 Boston and Maine extension			455,703				2000 015	4.5.000		010000	148 615		110		1:0
	5 Boston and Lowell	26		1,863,746		10.000	100	277,315	144,000	8		147,615		116 112		110
	6 Boston and Providence	41		1,880,135	none.	18,600	100	233,388	160,000	6		156,109		1161		11
	7 Boston and Worcester	21		2,914,078	not stated			140,141	17 500	7	17,737	195,163	11	110	39	1
-1	9 Charlestown branch	21		280,000	stateu				17,000	13		13,971	51	1121	50	8
1	10 Eastern	54	• • •	2,388,631				279 563	140 595	6		227,920		1081		10
	11 Fitchburg	50		1.150.000	justopn'd						42,759			124		
li	2 Nashua and Lowell		1-2	380,000				84.079		8	94,588			123		
1	3 New Bedford and Taunton	20		430,962				50,671			64,998					
1	14 Northampton and Springfield			172,883	unfin.						1					1
	15 Norwich and Worcester	59		2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	661	4,550	6
	6 Old Colony			87,820										105	40	10
	Stoughton branch	4		63,075	unfin.				90,000		00.00	00,000		118		1
	8 Taunton branch	11		250,000			• • • •		20,000	0		20,000	8	110		
	West Stockbridge	3	• • •	41.516	200											1
		156		7,686,202	4 686 200	30,000	100	573 889	284 432		753 753	139 679	3	991	378	9
9	Worcester branch to Milbury			8.431	506	30,000			202,202		100,100	200,010			310	1.
9	Housatonic, (10 months,)	74		1,244,123	000						150,000			26	35	2
2	Hartford and New Haven	38		1,100,000	100,000	10.000	100						6	95	25	
2	5 Hartford and Springfield	25	1-2		400,000	2.000	100			١						1
2	6 Stonington, (year ending 1st Sept.,)	48	~	2,600,000	650,000	13.000	100	113.889			154,724	79,845		29	770	2
7. 2	Attica and Buffalo	31		336,211				45,896	7,522		73,248	48,033				
	8 Auburn and Rochester	78		1,796,342	200,000	14,000	100	189.693	112,000		237,667	152,007	6	1091	10	10
2	9 Auburn and Syracuse	26		766,657			1331	86,291	27,334		96,738	52,544	6	116		
3	0 Buffalo and Niagara	22		200,000		1,500								100		1.
3	1 Erie, (446 miles,)		• • •	5,000,000				*****					• • • • •	26	650	12
3	2 Erie, opened	53		1 000 001							126,020					1:
0.7	3 Harlem	26 31		1,200,231							140,685			62	1,150	6
	5 Long Island.	96		1,610,221	200 240	00.046	50		• • • • • • •		35,029 153,456	1,789 58,996		62	6 750	6
3	6 Mohawk and Hudson	17		1,317,893		29,840	100	60 040	58,780	••••	79,804			56	6,750	
3	7 Saratoga and Schenectady	22		303 650	400,000	10,000	100	40 040	3,000	1	34,666			30	450	
3	Schenectady and Troy		1-2	640,800				28 043	3,000	1	32,646					::
3	9 Syracuse and Utica.	53		1,115,897	none	16 000	621	163 701	72 000		192 061	120,992		117		
	O Tonnawanda	43		727,332		10,000	024	76.227			114,177	75.865	5			
	Troy and Greenbush	6		180,000								,		89	10	
	2 Troy and Saratoga	25		475.801				44,325	21,000		38.502	9,971	21			1
4	3 Utica and Schenectady	78		2.168.165	none.	20 000	100	277.164	180,000	9	331,932	199'094	8	132	20	13
J. 4	4 Camden and Amboy	61		3,200,000				682.832	383.880		784.191	404.956		112		
4	5 Elizabethtown and Somerville	26		500,000												1
12	6 New Jersey	34		2,000,000			• • • •		• • • • • • • • • • • • • • • • • • • •		•••••			95	100	9
4	7 Paterson	16 26		1 000,000		• • • • • • •		• • • • • • • •		• • • •	• • • • • • • •	*****	6	90	1,225	
	9 Cumberland Valley	46		1,250,000	• • • • • • • • •					• • • •	• • • • • • • •		• • • •	••••	• • • • • • •	
-	Harrisburg and Lancaster	36	- }	860,000			• • • •						••••	30		1:
5	Hazleton branch	10	- 1	120,000						• • • •	******					
5	Little Schuylkill	29		900,000			• • • • •						••••			
5	Blossburg and Corning			600 000										0		
5	4 Mauch Chunk	9		100,000	05.000											
5	5 Minehill and Schuylkill Haven	19	1-2	396,117	25,000	7,019	50			12			12	80		
5	6 Norristown	20		800,000										61		
15	7 Philadelphia and Trenton	30		400,000										104		
5	Pottsville and Danville			1,500,000												
b	9 Reading	94		9,457,570		40,200	50			• • • •	597,613				1,650	4
0	O Schuylkill valley	10		1,000,000				00.000		• • • •				• • • • • • •	• • • • • • •	
0	1 Williamsport and Elmira 2 Philadelphia and Baltimore	25 93					• • • •	20,000	200 000			210.000	••••	15.	11 00-	1:
	3 Frenchtown	16		4,400,000			• • • • •	45,043	200,000			210,000	• • • • •	15‡	11,831	13
6	Baltimore and Ohio, (1st Oct.)	188		7.623,600				575,235	270 402	••••	850 COA	346 046	••••	491	9-	4
16	5 Baltimore and Susquehanna	58		3,000,000		1		313,200	215,102		130,020	030,030		21		
6	6 Baltimore and Washington	38		1,800,000				177.227	71.691		212.129	104 529		84		
6	7 Greensville and Roanoke	18		284,433	37.544	2,000	100		,002		25,368	6.074		28		
6	8 Petersburg	63.		969,880	63,000						122,871	72,898	3	77		
16	9 Portsmouth and Roanoke		1-2	1,454,171												
17	O Richmond, Fredericksb'g and Potomac+	76									185,243	85,688	6			
17	Richmond and Petersburg		1-2	700,000												
. 7	2 Winchester and Potomac	32														
	3 Raleigh and Gaston	81	1-2	1,360,000			• • • •									
. 1	4 Wilmington and Raleigh	161		1,800,000				·····		• • • •	532,871	:				
		136 66		5,671,452		34,410	75	201 464	Pm 450	• • • •	200,401	140,196	5		• • • • • • •	
	6 Columbia	190		2,581,723		,-		201,464	02 100	••••	328,425	180,704	• • • •	• • • • • • •	•••••	
				2,650,000			• • • •	227,532 248,026	159 200	• • • •	949 000	147 500	• • • •	•••••		1
	9 Montgomery and West Point.	89	1-4		170,000		100	248,026	130,207	• • • •	35,000	15,000	••••	•••••	•••••	
8	O Lexington and Ohio	40			170,000		100				30,000	15,000	••••		• • • • • • • •	
	Little Miami	40		400,000										• • • • • • • • • • • • • • • • • • • •		
0 1		40		150,000												
0 1	2 Mad river	40	- 1	192.000												
200	2 Mad river	40 56		212.000												

communications by Monday morning at latest.

PRINCIPAL CONTENTS.	
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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

Thursday, August 28, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 23,625 tons, and by canal 7,814 15, making 31,439 03 tons for the

WCCA.	
BY RAILROAD.	
From Pottsville and Port Carbon-total	221,361
From Schuylkill Haven-total	
From Port Clinton—total	
From 1 of Common wants	11,110
Total by railroad	469 704
BY CANAL.	200,102
From Pottsville and Port Carbon-total	Q1 QQQ
From Schuylkill Haven-total tons	
From Port Clinton	28,728
Total by canal	133,259
Total by railroad and canal	602,963
LEHIGH COAL TRADE.	•
Total shipments from Mauch Chunk.	Lehigh
coal and navigation co	
Summit mines, 112,046	**
Room run do., 41,569—	153 615
Beaver Meadow railroad and coal co.,	40 007
Brown Down House Hallotte and Coal Co.,	
From Penn Haven—Hazleton coal co.,	40,533
From Rock Port-Buck Mountain coal co.,	12,013
	255,388
WYOMING COAL TRADE—total	91 396
Pine Grove Coal Trade.—total	
IND GROVE COAL IRADE.—Will	.00,141

Omission .- We desire to acknowledge, even at this late day, our obligations to the editors of the penalty of manslaughter? Tribune for the engraving of the steam ship Great Britain, which, with description appeared in our last. This acknowledgement was prepared to acso much space that the remarks in relation to it were excluded.

...39.712

[Miners' Journal.

total tons ..

MILL CREEK RAILROAD-total ..

LONG ISLAND RAILROAD.—The receipts upon this road are increasing rapidly. They were for the first sixteen days in August \$24,14011. This looks well, but it is only the beginning of what it might be, of what it will be, when the managers adopt a of the full benefit of the road. There are hundreds of people in this city who would like to live out of it, and especially on Long Island, if they could be assured that they could go and come at convenient dangers arising from narrow bridges, and narrow hours. To accommodate them trains must run frequently, and what is of equal importance, regularly conductor possible, passengers will thoughtlessly ex-

urb of New-York; and hundreds of families, which could and would avail themselves of a counagement, they may be always sure-as they will have many rivals for the "long travel,"

As a proof of the correctness of the policy for railroad companies, emenating from large cities, to adopt means to create business, we again refer to the report of the Dublin, Kingston and Dalkey railroad, which dents would occur here. will be found in No. 22, or 29th May of present volume. In that report is the following-when speaking of the causes of increase of business, "but there is one of those causes so peculiar that we desire especially to call your attention to it, as it has grown out of that system which you have long since sanctioned, and which after much discouragement has led to such gratifying results in the management of our undertaking, namely, that of endeavoring to create a traffic, and to increase it to the greatest possible extent, by affording to the public the utmost possible accommodation, and at the very lowest rates," and what do you suppose was the result of such a course of measures in the five years terminating 28th February last? It was an increase from 1,280,761 passengers in the year ending February 1840, to 2,234,-£59,833 per mile! Who will deny that the Long Island company may also divide nine per cent. if

RAILROAD ACCIDENT .- A sad accident occurred on the railroad at Albany, on the 21st inst., at the point where it crosses the main street towards the north, or broad-way, by which Mrs. Anthony was killed and Mr. Lyman injured, and the wonder is that all in the carriage were not killed. According to the report the blame rests entirely on the driver MOUNT CARBON RAILROAD—total tons....158,502 George Wilson, of Cohoes, as he was warned by the man in charge of the crossing not to attempt to pass, limbs was the consequence. Is he not liable to the

Now a word to the railroad company, who owe it to the community to use all possible precaution to avoid such accidents—would not substantial posts company the description, which, however, occupied with chains to stretch across the street on each side of the rail track, in charge of a careful resolute man have prevented this? It appears so to us, and we think it your duty to prevent a repetition of similar accidents in future.

The frequency, we like to have said the rapid in crease, of accidents on railroads demands energy and vigilance on the part of those in charge of them. rangements of this road will be seen. They must recollect that many of their passengers system which enables the people to avail themselves have little idea of the various ways in which accidents may occur; they are not familiar with the details, and should therefore be prevented from exposing themselves

We have often felt called upon to speak of the

Correspondents will oblige us by sending in their vance along the line of the road, especially at good strong chains stretched across streets, and a Jamaica, which will in a few years become a sub-swing bar, or a chain at the crossings of high ways which should be always in their place at the hour when the engine should be there, and opened to let try residence by means of the railroad, would enjoy teams pass if need be until the train is within sight more health and happiness. They must also court or hearing. Accidents, on railroads and steamboats, the Long Island business-of that, by proper man- are much more numerous in this country than in England, where the number of passengers who travel is much greater than here; and why is it so? Is it because those who have the management are held to a much more strictaccount? We think so and therefore believe that with greater care fewer acci-

> RAILROAD RECEIPTS continue favorable in this country as well as in Europe. The income on the Central, Georgia, railroad, was \$43,749 greater during April, May, June and July this, than for the same period last year, and \$70,698 greater than in 1843. They will be still greater next year and continue to increase. On the Western railroad the receipts this year, to 16th inst., were \$34,959 greater than last year. At a reduced rate of fare, we are of the opinion that the increase would have been still greater. Such has been the effect of reductions in England, especially on the Grand Junction railway, as was stated in our last number. Others might also be referred to, and we think the Long Island road will prove the truth of this position. They charge their "through" travel lower fares and give them higher speed, we believe, than any other rail-430, in the year ending with February 1845, which road in the country; we wish we could say as much enabled them to pay 9 per cent, on a road which cost in relation to their way-but they will learn wisdom.

> LEXINGTON AND OHIO RAILROAD .- It will be recollected that we recently published a statement in rethey manage properly,—if they accommodate the lected that we recently published a statement in re-people of the city and the Island as they may do? lation to this railroad from the Louisville Democrat, Look to it gentlemen. we have received a letter from a gentleman, an engineer of great experience, who is familiar with this road, its cost, its working, its present business and its future prospects, and he assures us that the estimate given in that statement is entirely within the mark, and may be implicitly relied on. So we think, unless the cost of iron is put too low, and would therefore put the cost of completion and furnishing at \$2,000,000. We are also of the opinion that the traffic is put to low. If the present road of 28 miles yet he presisted and the loss of life and maimed transports 11,000 tons of freight and 18,500 passengers, the road when worked its entire length, 93 miles, will transport more than three times that amount and number.

> > We consider this an important road to Kentucky which ought to be completed without delay-and we are encouraged to believe that it will be under the management of its present able and experienced president Wm. R. McKee, Esq. It certainly will if the people of Kentucky have any enterprize or public spirit-as it will lead to other works of the kind, and open to her city of Louisville an extensive business which she cannot otherwise obtain. By a

CANANDAIGUA AND CORNING RAILROAD .-- A preliminary survey has been made of the proposed route for a railroad from Canandaigua to Corning, deigned as a connecting link between the Albany and Buffalo and New York and Erie railroads. The distance to Corning is 69 miles and the estimated gate-ways into depots. With all the care of the con- cost of road, and appendages, ready for use is 950,-100 dollars, and its net income 119,252 dollars. Or at stated hours throughout the year-that is at cer- pose themselves in passing bridges and in entering 121 per cent. This estimate is based upon a supertain hours during the mild scason, and at other hours depots-structures too narrow, and therefore danger-structure similar to that of the Utica and Syracuse during the winter, and they should run early and ous, in the first place, have become still more so road, but the engineer Mr. Marvin Porter, recomlate, with or without passengers until the people by the increased width of the cars; and they mends a more expensive road—the use of heavier could see that they were sure to get home, up to a should therefore in all cases be made wider as soon iron and puts the cost at 1,306,530 dollars, and so do certain hour at all times, and then they will avail as it is possible to do so; and more effectual meas- we by all means, use the heavy rail, the cost is somethemselves of the railroad, and its stock will take a ures must be taken to avoid accidents at the cross-thing more, yet the expense will be less in the end, high stand in the market; and real estate will addings of high ways and streets. A careful man and the safety greater; therefore use the heavy rail.

Georgia Railroad and Banking Co.

We owe an apology to the gentlemen of this company, for the delay in publishing their report. A copy of it was received at an early date, but was mislaid, and forgotten, but the receipt of a second copy has reminded us amount expended on account of the extension marks on this subject, which, it appears to of our remissness and we now give the engi- of the road, up to this date: neer's report, including a statement of the receipts, from different sources for the year, omitting the monthly statement-and a detailed statement of expenses in working and sustaining the road; that our readers may compare them with the report of last year published in this Journal, pages 246 and 274.

Since the report of last year was made, the road has been extended 26 miles to Covington, and is therefore now 1371 miles in length including 43 miles of branches, when completed as it is to be by 1st Sept., it will be 2141 miles in length. It is to be connected at Decatur with the "State," or "Western may be required for the road this year. and Atlantic Railroad," which is also to be complete to Oostenaula river in September, when there will be a continuous line of railroad of 343 miles, and including branches, of excavations, I have every confidence that the 452, terminating at Charleston S. C., thus entire road will be ready for use by the time which, if she consults her own interest, and extends the railroad to the water-which must make her a place of business; but to move the present obstructions which arise the present time. from having "a carrying place," between the termination of the road and the shipping .-Great difficulties have been encountered, and overcome by this company, and they are now, we are gratified in being able to say, about to realize at least one important object for which they have labored, the completion of their road-and they will, we trust, soon realize another equally important consideration, viz. ample dividends, as they must at no the west, the state cannot expect to receive a distant day, from the amount of travel and remunerating traffic upon her road. With freight which is sure to pass over it.

Engineer's Department,) Geo. Railroad and Banking Co. Augusta, May 1st, 1845.

To the Hon. Jno. P. King, President;

SIR: -Since the date of my last annual report, our road has been extended to Covington, twenty-six miles west of its former position, as an avenue of trade between the terminus at Madison. During the same pe-west and the southern Atlantic states, that riod, the graduation and bridging upon the the Ohio now holds to the northern and midwhole line, with some immaterial exceptions, dle states, and will present equal claims upon have been completed.

the Little Stone Mountain, 17 miles above at a much less cost than upon the Ohio. Covington, and the iron (which has been de-

of the bridge contractor. Within a week, port. But as public attention has been called however, the bridge will be finished so as to to another route, to accomplish the same obpass the trains, and there will then be no far- ject, terminating on the Tennessee lower ther interruption to a rapid continuation of down, which may divide the friends of the the work to its final terminus.

For	graduation and culverts,	\$264,708	95
33	Bridging	48.559	42
Pf	Superstructure (including duty on iron,)		
2.5	Right of way	17,147	84
66	Real estate	10,431	53
4.6	Engineering, depots, wells, division houses, &c		30

Estimated cost of road, including

.\$162,148 89

Which amount will be sufficient to meet all further demands for construction of road, depots, &c., extend the warehouse at Augusta, and supply such additional machinery as

Leaving to be expended,

Notwithstanding the interruption to the progress of the work, from the magnitude of some of the bridges, and the almost impenetrable character of many of the rock securing that ancient city an amount of trade reported to the last annual convention of stockholders. In connection with the Western Tennessee would then be accommodated, and and Atlantic Railroad (which will be finished to the Oostenaula about the same time,) the Coosa would also be drained.

we shall then have a continuous line of railderive all the advantages which the railroads way from Augusta, of 250 miles-nearly are susceptible of affording her, she must re-double the length of our main line in use at

The extension of the Western and Atlantic railroad beyond the Oostenaula is, for the present, suspended in consequence of the absorption of the state appropriation upon the pers. road below it. It seems to me, however, that its early continuation to the Tennessee, appeals to too many of the incentives that control the actions of individuals and communities, to permit a long time to elapse before the work shall be again resumed. Without this extension to the navigable waters of it, she will not only add greatly to the revenues of her work, but elevate its character, for a mere local improvement, to that of a national thoroughfare, connecting the "fertile Maintenance of cars,.... 16,252 38 west" with all the important markets on the southern Atlantic slope. The completion of Deduct estimated actual the road to Chattanooga, will also place the Tennessee river in the same commanding the general government for appropriations, to

work, and consequently, delay its execution. The following statement will show the I have thought it proper to present a few reme, is so deeply interesting to us, both as citizens of the state and stockholders in our road

> While I am inclined to admit, that a route terminating on the Tennessee, at Gunter's landing, would have been preferable as the original design to that at Chattanooga, I am decidedly of the opinion, in view of the small amount necessary to complete the road as now laid out, and the impossibility of rais-\$894,000 00 ing the capital required to build it on the route proposed, in a satisfactory manner, that it would be both a waste of time and money, to deviate from the present track.

> > In expressing doubts whether the terminus selected for the state road on the Tennessee, at Chattanooga, was the best that could have been obtained, I am not insensible to the many and strong reasons which influenced its choice, and must confess, that even with all the lights now before me, any preference entertained for the Gunter's landing route, would be surrendered, if the navigation of the river between these points should be perfected. The whole of north Alabama and

> > The business of the road, and the expenses incurred in working it, during the year ending on the 31st of March, are shown in the following summary statement. A statement in detail of the several accounts below, will be found among the accompanying pa-

BUSINI	ess.		,	
Passengers up,	40,234	75		
down,	34,017	80		
Freight up.	72.033	21		
" down,	90,121	67		
United States mail, Extra trips with passen-	31,960	32		
gers, &c.,	3,381	77		
		-	\$271,749	52
EXPENS	ES.			
Conducting Transporta-				
tion,	\$32,280	67		
Motive power	25,734	13		
Maintenance of way,	45.054	60		
Maintenance of core	10.050	20		

\$122,311 78 outlay for transport-ing 3,300 tons of iron, wooden rails and mud sills, at \$1 50 per ton, .. \$5,100 00

\$117,211 78

Leaving nett profits... \$154,537 74

The expenses of the road, as anticipated, The wood work of the superstructure render it navigable for steamboats at all sea- are greater than they were last year, in conwill be laid in a few days, continuously to sons, which it is understood can be effected sequence of higher wages paid for labor, and the Little Stone Mountain, 17 miles above at a much less cost than upon the Ohio. The importance of the early completion with the necessity of substituting larger axlayed by the Yellow river bridge) to a point of the improvements refferred to above, to les for many of those first put under the cars. some six miles beyond the river. To get the prosperity of our enterprize, are too well The excess of down freight over the up, comthus far, we have had to require the iron to known and appreciated by our stockholders to pared with the previous year, has also added be wagoned across the river, at the expense have required any notice of them in this re- to the expenses a greater percentage than to

the receipts. The difference, however, is only 3 per cent. The expenses last year being 40 per cent of the receipts, and this year

43 per cent.

If we take the number of miles run by the trains to perform the year's business, the comparison shows favorably with any previous period. The following statement gives it for the last two years :

1844. 1845. \$0 17 50-100 \$0 16 50-100 0 16 80-100 0 14 70-100 0 06 75-100 0 08 25-100 0 25 0 23 Conducting Transportation per mile run Motive power, " " " Maintenance of cars, Maintenance of way,

\$0 66 5-100 \$0 62 45-100

The transportation on the road, including equal to 2,352,896 tons carried one mile.-34 cents per ton per mile. The cost of trans- use porting passengers (making due allowance for the mails,) is 2½ cents per passenger per mile. The cost of transporting, per ton and her of our engines to 14 which we think per passenger, here given as the deduction ber of our engines to 14, which we think from our past year's business, is not to be taken as a criterion of the cost of carriage on iness. railroads. This is mainly dependant upon the amount and character of the business that of last year, \$23,653 08, of which, the done; and without a knowledge of these increase on up freight is \$2,372 02; on facts, no comparison can be made with other down freight, \$11,721 41; on passengers, er works. With double the amount of \$6,749 33, and mails, \$2,810 32. From freight, our expenses would propably not this exibit it will be perceived, that notwithhave axceeded 2 cents per ton per mile; and standing many of our old customers have if it had been received in such quantities as been attracted to new channels of transporif it had been received in such quantities as been attracted to new channels of transpor-pointing an executive committee to take to have insured loaded trains each way, 1½ tation, we have been steadily drawing from charge of this subject.

ting the average length of road in use during should not, however, rest satisfied without the year, at 155 miles, is \$290 40 per mile. making some efforts to remove or modify the Last year it was \$260 per mile for 1471 difficulties which have caused in many inmiles then in operation. The length of road stances a diversion of our trade. These difficulties are in the latter of the length of the latter of the length of the leng now in use, including 43 miles of branches, is 173½ miles. When the entire line is commection between the eastern terminus of our been more propitious. Not only have we pleted it will be 2141 miles. The cost of road and the sea board. Upon the Charles-teeping up the road for the last two years, is below what we may expect as an average road is excessive, but particularly so at this for our iron has given us that item at about rate. But I do not believe that it will, at any end; and from the circumstances that it comes \$150,000 less than it can now be bought for. time, exceed \$350 per mile, unless occasion- immediately under the notice of the interior ed by some extraordinary casualties, or the merchants, who frequently remain in Aunecessity of greatly increasing the speed of gusta to forward their goods, is particularly our trains, when it will be important to keep the track in more perfect adjustment.

Objectionable to them.

Whether any modification of the present

Which is accounted for by materials furnished and work done for the road, at the shops, as follows:

Cars built previous to April 1st, 1844 \$ 4,691 99

Superstructure,
Materials on hand, for repairs of road and for car and engine work, at shops, purchased since April 1st, 1844, Disbursements to date, on account of business of 1845, and '46,.....

Amount as above, \$57,300 45

244 31

3.287 84

The unusually large amount of materials on hand, consists in a great measure of car wheels and bar and pig iron, which was purchased in view of an anticipated rise in these without an additional outlay of several thousand dollars.

The stock of cars on the road on the 1st. iron and lumber for the extension, and exclusion of April, 1844, was of passenger cars* 47 sive of materials for repairs of road, &c., is close, and 41 open burden cars. We now have the same number of passenger cars, 66 Exclusive of materials for the extension, it is close and 56 open burden cars. Orders have 2,022,896 tons; which gives the cost of been given to construct two more passenger transportation, dividing the expenses between and 50 close burden cars, to be ready for the the passenger and freight trains according to opening of the business upon the Western cluding interest on capital, repairs, and dethe distance run by each, on the main line, and Atlantic railroad. This number will be and calling the Athens train a freight train, further increased with the demands for their

> We have also ordered two additional freight &c., &c. will be sufficient to do the next winter's bus-

The business of the road has exceeded cents per ton would have covered expenses. other sections of the country, a trade that has The cost of keeping up the road, estima more than compensated for their loss. We

system can be brought about, I am unable to deavor to effect an arrangement which will insure a more perfect communication between this city and Savannah. The trans-immediate direction of Mr. Peters. portation upon the river is now not only dependent upon the stage of the water, but the freight lists of the steamboat companies exhibit rates for heavy articles—especially on those of little value—which, when compared 1,150 30 gation is not more perfect than that of the April 1. 1844, to April 1. 1845.

739 15 Savannah, may be considered extravagant.

Passengers,

and Cincinnati, a distance three times further than from Augusta to Savannah, the rates are only one half of those on the Savannah, or, one-sixth of them per 100 lbs. per mile.

Upon the Alabama river, the rates of freight are also greatly below those of the Savannah. But the chief difficulty on our river route is, the entire absence of boats calculated to run during the frequent low stages of the water. This difficulty will be considered surprising, when it is recollected items, and which could not now be replaced that the water on the most difficult bars, never, as I am informed, falls below a depth of 20 inches—a point which it reaches only once in a series of years. With this minimum depth of water, I am satisfied from the inquiries that I have made, that produce and merchandize can be transported between Augusta and Savannah, at all seasons of the year, provided fair loads can be obtained each way, at a cost of 51 cents per 100 lbs., inpreciation in value of boats. If an average of only half loads, or full loads one way, can be obtained, then 9 cents would cover costs,

'The importance of this subject to the revenues of our company, will be appreciated by those who witnessed the great loss of freight sustained by the road during last season-amounting, at the lowest estimate I can make, to \$15,000-probably much more.

The adjustment of our rates of freight, has heretofore been assigned to the engineer department; but as the extension of the road has greatly increased the importance and responsibility of this duty, I would respectfully suggest to the board the propriety of ap-

Before another meeting of our stockholders, the enterprize upon which they have been so long engaged, will be brought to a final termination; and I trust that they will then begin to receive an adequate return for their capital invested. The period chosen been enabled to get the work executed upon the most favorable terms, but a timely order

In closing this communication, I regret to state, that the company will shortly lose the efficient services of Mr. Peters, who has been associated with me, either on the construction of the road, or the management of its business, from the commencement of the work. His place at the head of the transportation department, will be filled by F. C. Arms, Esq., already favorably known to the stockholders, and who has been for some time fulfilling the duties of the office, under the

All of which, is respectfully submitted by your ob't serv't,

J. EDGAR THOMPSON. Ch'f. Eng'r. & Gen'l. Ag't.

Statement of the aggregate amount of with similar charges on rivers whose navi-business done on the Georgia railroad from

556	A	7 IV.
Mail	31,960	32
Mail,	33	64
Extra trips,	2,132	
Extra baggage, etc	502	
Lots negroes	642	
Freight between stations	70	16
	\$271,749	
	urred	
working the Georgia Railroad, fi	om Ap	ril
l, 1844, to April 1, 1845.		
CONDUCTING TRANSPORTATIO	ON.	
Stationery and printing, etc	1,735	15
Loss, damage (including \$342 42-100	, -,,	
for stock killed by trains)	1,004	89
Incidentals	1.885	25
Oil and tallow for cars	178	38
Provisions, clothing, doctors' bills, etc		
for negroes Expenses of Warrenton branch	. 3,244	12
Expenses of horse car, Athens branch	1 145	35
Wages laborers and watchmen	4317	24
Agents and clerks	13 168	56
Conductors	4.901	01
Work done by machine shops	16	00
		_
	\$32,280	67
MOTIVE POWER.		
Expenses of water stations	2,023	57
Incidentals	210 7,602	19
Wood for locomotives	7,602	62
Oil and tallow for engines	1,280	42
Ordinary and extraordinary repairs to	5 250	EΛ
locomotives	5,352 8,381	35
Provisions, clothing, doctors' bills, etc.	0,001	00
for negroes	3,348	88
Work done by car factory	524	
		_
	28,724	13
MAINTENANCE OF WAY.		
Men's wages	16,381	97
Supervisors	2.380	
Provisions, clothing, doctors' bills, etc.		
for negroes	4,145	
Incidentals	86	
Tools	941 2,153	
Wooden rails and cross ties,		60
Work done by car factory	537	
Work done by car factory	943	
materiale shops,		-
	\$45,054	60
MAINTENANCE OF CARS.	•	
	1 600	00
Renairs of passenger and burden care	1,600 4,952	
Re-building passenger car, Covington, Repairs of passenger and burden cars, New cars in place of others worn out,	2,250	00
Renewal of wheels and axles,	7,450	00
	-,	_
	\$16,252	38
m		-
Total expenses,	5122,311	18

Deduct estimated actual cost of transporting lumber and iron, for 26 miles

Leaving the expenses of the regular

The Canal Tolls Reduced.

We find in the Albany Argus the following statement in relation to the reduction of the tolls on the N. Y. canals. It will be seen by this that the tolls as now arranged for 1846 on the up and down freight the law giving a bounty, was made on a reptogether, will be just one half that of 1832. That is sentatition that considerable quantities of bitito say in 1832 the freight on a ton of merchandize minous coal may be brought on to Erie canal up, and a ton of flour down, was \$15,241, -whereas from Pennsylvania by way of Buffalo. it will be by this rate \$7,624—and the difference in bounty law does not reach this case, but is it the serious and immediate attention of fifty tons of flour back to Albany will be \$113,90- canal." a very important reduction, certainly; yet we have not a doubt but that the tolls for 1846 and 47 will exceed those of 1844 and 45, as much as those of 1835 Seneca canals is reduced to 3 cents per mile, complete them within the next three years,

of inducing or creating business.

"The canal board, it is generally known, mile. has been in session in this city for the past tent and effect of these reductions:

most agricultural products, has been reduced in the two preceding years at the old rates of from 4½ to 4 mills per 1000 lbs. per mile. This alteration on the quantity of agricultural the present reduction, it is confidently anticiproducts transported in 1844, will make a pated that the measure will not have an undifference of more than one hundred thousand favorable influence on revenue, and will dollars.

"The rates on salt and gypsum of this state, not entitled to bounty, have been reduced

1000 lbs. per mile.

"Mineral coal, not entitled to bounty has been reduced from 41 mills to one mill.

"Timber squared and round, has been reduced from 5 to 4 mills. The same in rafts use the canals. is not altered from the old rates. A scale of "Toll on 1000 lbs. of merchandize from rates per thousand pounds is fixed for various Albany to Buffalo, and on 1000 lbs. of flour kinds of sawed timber, but the toll is not es-

"Staves and headings for barrels as well as hogshead, are put at 11 mills per 1000 half since 1832. lbs. per mile; wood for fuel, in boats, is re-

gust, 1845.

"All articles of merchandize, heretofore, have been grouped and charged at 9 mills. board has now made a discrimination between heavy and light articles; and on sugar, motoll is reduced from 9 mills per 1000 pounds rates of toll in 1844, to... per mile, to 5 mills. All other articles of And by the rates in 1846, to merchandize and non-enumerated articles gomerchandize and non-enumerated articles go-Gain to the owner by the reduction in the ing from tide water, are to be charged at 8 rates of toll...... mills per 1000 lbs. per mile.

"The reduction of one mill on the quantity of merchandize transported in 1844, is equal to sixty-five thousand dollars. The farther reduction of 3 mills on sugar, molasses and the other articles enumerated, will add very

ascertained.

"The reduction on sugar, molases, and other heavy articles of merchandize was rendered necessary by the reduced rate at which these articles are transported on rival routes. The reduction on minerals not embraced in the tolls on a boat load of fifty tons to Buffalo and confined to coal, "coming through a lateral every New Yorker.

"The toll on packet boats running on the

reduction of 1833 and 34. This is the true method rated articles coming towards tide water are reduced from 4½ to 4 mills per 1000 lbs. per

"It is estimated that the whole reduction, fortnight. The canal tolls, among other applied to the quantity of articles transported subjects have been fully considered, and a in 1844, would be equal to \$250,000. In the general reduction of the rates of toll on the years 1833 and 1834, reductions were made state canals has been made, to take effect in the rates of toll equal to an average of the opening of navigation in 1846. The At- about 35; per cent. on all articles. Instead las contains the following statement of the ex- of diminishing the aggregate amount of revenue, the tolls for two years after the reduction "The rate on flour, wheat, beef, pork, and exceeded by \$333,000 the amount collected toll. If a similar increase is not realized by have a decidedly favorable effect on the trade of the canals.

The following comparative statement of from 2 mills and 3-10ths to 11 mills per the sums charged on property transported, at four different periods, shows the extent of the diminution in the rates of toll, and the saving which these modifications secure to those who

> "Toll on 1000 lbs. of merchandize from or provisions from Buffalo to Albany.

sentially altered: when not weighed, the rate per 1000 feet reduced to inch measure, stands at 5 mills.

| 1832 | 1833 | 1834 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 1846 | 'It is seen above, that the toll has been reduced one

"The toll on a boat load of 50 tons of merchan-

half the cargo to be sugar, molasses, and articles enumerated at 5 mills, and the other half the cargo at 8 mills,..... 235 95

Gain to the owner on a single load, heavy and light articles; and on sugar, mo-lasses, coffee, nails, spikes, iron and steel, the ducts from Buffalo to Albany, would amount at the

Thus the transporter who brings a load of produce from Buffalo to Albany, of 50 tons and returns with a cargo of 50 tons of merchandize, makes a clear gain by the present reduction in the rates of toll, equal to \$113 90. And comparing the rates as established for 1846, with the rates of 1832, and there is a saving to the transporter on two cargoes as before referred to, of \$381 .15, equal to a reduction of one half since 1832."

The Words of Truth and Soberness .- The following extract from a letter dated Ballston Spa, July 24th, published in the Journal of Commerce, contains many important truths The in a very small compass, and we ask for They may rest assured that they have got these roads to build, an 36 exceeded those of the two years preceding the to take effect 1st of August. All non-enume than at any future period. It is therefore for

"I have also visited that omnium gatherum—Saratoga springs. It is crowded in the extreme. Boston is well represented there.— The enterprize of our down east friends in the railroad line—their successful efforts in diverting from us a portion of our trade, is with them a subject of exultation, which they the point or subject upon which they are now most excited. From what I have heard and seen since I left the city, I am convinced that that gigantic work will be executed. Then, when a great portion of our western trade shall be lost, New Yorkers will begin to reproach themselves for not having seasonably put forth their strong arms and held on to their own. This they can do by making the Erie railway. Extend the Harlem to Albany, and complete the Erie, and New York will be safe. Without these two great thoroughfares, much of her trade will be lost to her. She will be tapped at various points. British capitalists have resolved to construct a railroad from Toronto to Detroit, so as to drive more of the western trade down the St. Lawrence. This I have learned from the best authority. Is it not astonishing that, with a bonus from the state of \$3,000,000 our capitalists and business men in New York have not long since raised the three millions required by the late act of legislature? Talk with a Bostonian, and he cannot understand it. "What!" said one, the other day, "cannot the great city of New York raise this comparatively small sum for so great an object-one warranting such strong hopes of large dividends? I made the best explanation that the case admitted of, but almost hung my head for being a New Yorker.

"In regard to the Erie railroad, it must be vigorously commenced now or never. The legislature will grant no further favor, and I have reason to believe, that if the conditions favorable reception. of the act of the last session are not strictly complied with, the three million bonus will be irretrievably lost. The time for raising the three millions by subscription will never be extended. It is to be hoped, then, that our Rip Van Winkles will awake from their false security before the expiration of the term specified in the act. Our late calamity should teach capitalists a lesson. They should learn from it, that stocks may burn; that houses spirit is subsiding. and stores may burn; that mortgages too, may burn with the buildings which constitute their security. Let them then try another basket for some of their eggs-one that has proved such a favorite one with down easters. With them, railroad stocks are regarded as the best of investments."

How true the remark that "stocks may burn" and "houses and stores may burn" where is there an instance, either in this coun- ted at £250, per share for £100, paid in.

their interest to avail themselves of the prestry or in Europe of a judiciously located, ent exceedingly favorable law of the last leg-well constructed and well managed railroad works on this road are advancing rapidly, which does not pay a fair and regularly in- and it is anticipated that it will be in readicreasing interest upon the investment, in ad-ness for use by the 1st of may next. There dition to the benefits and conveniences which is much heavy work on this line, the tunnels it affords to the thousands—to the people |- being 6224 metres—about 33 miles, and the We know not one.

Railroad Lettings.

The directors of the Cheshire railroad are 52 metres or about 170 feet high. do not take much pains to suppress. The ready we understand, to receive proposals for great Northern railroad from Ogdensburgh grading the first section of their road, namely, in the United States interested in the extento lake Champlain, and thence to Boston, is that part of the route which lies between the sion and success of mineral works there, are Massachusetts line, at Winchendon, and now in England, busily engaged in selecting Keene, in New Hampshire.

> We learn from the Belknap Gazette that \$20,000 of the stock of the Boston, Concord and Montreal road is taken in Holderness, and that between \$200,000 and \$300,000 of the stock was subscribed for in Boston up to Friday last. A considerable amount of the stock has been subscribed for in this town.

It is said that the stock is nearly, if not quite, all taken up of the Portsmouth and Concord railroad.

More than half the embankment for the Northampton and Springfield railroad is graded and finished, and the rest will be ready as soon as it is needed for the rails. The bridge at Chicopee is progressing rapidly.

The union of short roads where it can be done strikes us as good policy, as it reduces expenses, and insures greater unity of action; Middleboro and Fall River railroads, have united in one corporation. An engineer we understand will at once proceed to survey the

The Ogdensburgh railroad commissioners are now in Boston, and have met with a very

road directors.

We could never see the policy, or the ne-

PANY,—This Co, it appears by the Railway Chronicle of July 19th, " have reduced railway dues," or charges, "33 per cent. on all land coalfield to river Tees for shipment.and that "mortgages too may burn, with the the trade," and well can they afford to re-

ROUEN AND HAVRE RAILROAD.—The viaduct over the Mirville is to have 50 arches of 10 metres, or 33 feet span each, and

Mining in America.—Agents for parties our best workmen, and engaging them for employment in America: no less than forty of the men at the Bishop Wearwouth Iron-Works have been tempted to give up their employment in England, and to proceed to the United States, to be employed in a manufactory there."

We are always pleased to learn that good mechanics, or other artizans are emigrating to this country—we can assure the editor of the Mining Journal that he need not fear that any of them will be under the necessity of returning again to England: nor need he be surprised to hear within a few years that some of them are iron masters, or manufacturers on their own account-nor even to hear that some of them are members of our state legislatures, or of congress.

Improvements in the Manufacture of Iron. We find the following in relation to the manufacture of iron in the Mining Journal we are therefore pleased to learn that the of 26th. July. At the late meeting of the stockholders in Randolph and Bridgewater, British Association, at Cambridge, Dr. Lyon Playfair read a report, prepared by Prof. Bunsen and himself, on the chemical changes occurring in iron furnaces. During many years the attention of scientific men on the continent had been directed to the employment as fuel of the combustible gases that escaped from the mouths of furnaces. Dr. Playfair and Prof. Bunsen have carefully examined the gasses taken from the different heights A further assessment of ten dollars per of the furnace, and gave tabulated results of share has been made by the Brattleboro rail-their analyses, the results of which were that for the depth of twenty-four feet down the body of iron hot-blast furnaces worked with coal there is no available heat for the melting cessity, of a railroad from Providence to of the metal, the whole of the heat for that Worcester, which it is now thought, will not extent of the furnace being employed in dissucceed, \$300,000 are still wanting and the tilling the coal. The important fact which they established by their experiments is, that in common hot-blast furnaces, as at present STOCKTON & DARLINGTON RAILROAD COM- employed, 91 per cent. of the heating power of the fuel is lost—that is, only nine parts out of one hundred are effective, the remaining portion being carried off in gases. It was proposed, therefore, to collect the gas as coals conveyed over their line from the Auck- it issues from the furnace mouth, and to employ it usefully in various parts of the works, This reduction has been made to enable the though they did not recommend the re-introcoal owners to meet the great competition in the trade" and well can they afford to reresearches had led them to the consideration buildings that constitute their security"-but duce their charges, as their stock stands quo- of a new system of manufacturing iron, which would produce a complete revolution in the

present mode, but they had not had sufficient time to digest the plan to authorize them to recommend it to the association; it would form the subject of their labors for the next

LEXINGTON and OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from

Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to
15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, Wales, having obtained a jatent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer,

are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., ja45

No. 4 Sout Fronth st., Philadelphia, Pa. SPRING STEEL FOR LOCOMOTIVES
Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill
Sites Towns, Farms, Wild Land, etc., surveyed.
Plans and Estimates for Buildings, Bridges, etc., preroads and all amountaining husiness avenued.

11. We have a light of the second day from Boston Stages reach
Royalton, Middlebury, Montpelier and Burlintgon,
connecting there with the steamboat line to Montreal. Stages also run from Haverhill to Stanstead
and Montreal. pared, and all appertaining business executed.

Boston, Col. James F. Baldwin, Civil Engineer.
Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

AWRENCE'S ROSENDALE HYDRAULIC Cement. This Cement is warranted equal to 32 any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper l barrels, by JOHN W. LAWRENCE, ed barrels, by 142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

PASSENGER LINES FROM BOS-TON.

Eastern Railroad-Boston to Portland, via Salem Newburyport, Portsmouth and

Boston and Maine railroad—Upper route. Boston to Pertland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ and 6½ p.m.; leave Portland for Boston at 7½ a.m. and 3 p.m.

A special train will leave Boston for Andover at 12 m., and Andover for Boston at 41 p.m.

The depot in Boston is at the corner of Canal and CHARLES MINOT, Superintendent. Traverse streets.

Norwich and Worcester railroad.—Accommodation trains, daily, except Sunday. Leave Norwich at 6 a.m. and 4½ p.m., leave Worcester at 10 a.m. and 4½ p.m. The morning train from Norwich, and the morning and evening train from Worcester, connect with the Boston, Western and Hartford and Springfield railroads. New York train, via. steamboat, leaves Norwich for Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 2 o'clock; leave Worcester for Norwich and New York at 5‡ p.m. daily, except Sundays. New York train, via. Long Island railroad, leaves Norwich about 3½ p.m. for Worcester Sundays. ter and Boston daily, except Sunday; leaves Worcester for Norwich and New York at 72 a.m. daily

except Sunday, and arrives at Norwich at 94.
Fares are less when paid for tickets than when paid in the cars.

EMERSON FOOTE, paid in the cars. Superintendent.

Boston and Lowell Railroad, Summer Arrangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2, p.m.; leave Lowell at 71 and 11 a.m., 2 and 51 p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 12 p.m. and 42 p.m.

Concord and Nashua Railroad.—Passenger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and Lowell railroads, as follows: Leave Boston at 7 wherever used, its quality has been approved of The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, j533 Albany Iron and Nail Works, Troy, N. Y.

AMUEL NOTT, CIVIL ENGINEER, SUR- roads, Common Roads, Canal, Factory and Mill Royal Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the Boston and Lowell, and Nashua and Lowell railroads, as follows: Leave Boston at 7 when the second train are rivers in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the steamboat line to Monstantial train to New York.

> Woburn Branch Railroad.—Special trains will run as follows: Leave Boston at 8 and 111 a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 1 1-2 and 5 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.
>
> WALDO HIGGINSON,
>
> Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at Tiverton, 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave 32 Concord for Charlestown at 7 a.m.; leave Waltham leave Charlestown for Waltham at 9 1-2 a.m., 4‡ p.m.. leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m. On the arrival of the two morning trains at Charlestown for Concord at 6 p.m. m. On the arrival of the two morning trains at sizes; English blister, cast, shear and spring steel; Fitchburg stages will leave for all the principal Juniata rods; car axles, made of double refined iron; towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON,

Description of the two morning trains at sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; towns in western for locomotive engines, and other railroad carriage wheels, 32 Eng. and Sup't.

Boston and Worcester Railroad .- Sum-Portland, via Salem Newburyport, Portsmouth and Saco. Trains leave daily, except Sundays. Boston for Portland 7½ a.m. and 2½ p.m.; Newburyport and Portsmouth 7½ a.m., 21-2, 51-2 p.m.; Salem 7½, 9, a.m., 12½, 21-2, 31-2, 51-2, 6½ and 8 lsland railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 41-2 p.m. Newton trains, 4½, 6½, 8½ p.m.

32 daily, except Sunday, from Boston at 91-2 a.m., 34, 6½, 8½ p.m.

33 daily, except Sunday, from Boston at 7½ and 10½ a.m., 4 log and 6 p.m.; from Newton at 7½ and 10½ a.m., 4 log and 6 p.m.

Western Railroad. - Summer arrangement—Passenger trains leave daily, Sundays excepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Boston; Springfield 7 a.m. and 1 p.m. for Albany; Springfield 7 a.m. and 1 1-2 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 7 1-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 p.m., lodge at Springfield or Hartford; leave Springfield at 9½ a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 71-2 a.m., proceed at 1 or 41-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston.

agent, 27 State street, Boston.

JAMES BARNES,

Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Railroads—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p. m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7; o'clock a.m. and 3½ p.m.; leave Taunton for Boston and Proviat 8½ o'clock a.m. and 4½ p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afsteamers for New York. Morning cars connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday.

W. A. CROCKER, General Superintendent.

Fall river Branch Railroad. - Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 71 a.m. and 3 p.m.; trains leave Fall River for NeeB p ford at 73 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of

the morning cars at Fall River to take them on-ward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order a fit is those wheels is greatered.

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE,

FROM PHILADELPHIA. PASSENGER LINES NORTH AND

By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.

Fare \$4.

Ballimore and Ohio Railroad.

Ballimore and Ohio Railroad.

For Cumberland, Hancock, Martinsburg, Harper's on by the mail train for New York. Fare \$3. Sundays at 9 clock, a.m. For Frederick, Ellicott's Mills, and intermediate depots by the regular train, daily, at 7½ o'clock, a.m. For Frederick and intermediate from Baltimore on Sundays for Philadelphia, is the mail train which leaves Pratt street depot, at 8 p.m. Fare \$4.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre.—
By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post SUMMER ARRANGEMENT-FARE Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

31

PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line leaves the

Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 41 p.m. G H HUDDELL, Agent. 31

For Baltimore. By Newcastle & Frenchtown Railroad and Steamboat Line. Fare \$1. The
Steamboat Robert Morris, Capt. J. M. Douglass,
leaves Dock street wharf daily, except Sunday, at
3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.
G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time the carly tea; past in the particle of the control of the contro sing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Maryland.

nects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given.

Passengers for York and Gettysburg will leave in the 7½ line.

JACOB PETERS & CO. 31

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberfor Sunbury, Danville, Cattawissa, Northumber, Towarda, Ind., Milton, Muncy, Williamsport, Towarda, Eleliefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, under the White Swan Hotel.

S. STILES, Agent.

S. STILES, Agent.

S. STILES, Agent.

Fare through \$21.

Fare through \$21.

For Philadelphia (Union Line,) via Chestastings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, at Paterson, N. J., or 60 Wall street, N. York.

Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Bowly's wharf, foot of South street, at 8 o'clock, p.m. daily [except Sundays] for Philadelphia. Through in 8 hours, Fare \$3.

11 DAVIS, BROOKS & CO., 1445

FROM BALTIMORE

PASSENGER LINES SOUTH AND

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cts. per mile. Through tickets are issued between Baltimore and Wheeling respectively, \$11. Between Baltimore and Pittsburg, \$10. Between Philadelphia and Wheeling \$13. D. J. FOLEY, Agent.

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order, 31 D. J. FOLEY, Agent.

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line .- Leave New York at 9 a.m. and Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston S. C. at 6 a m. Charleston, S. C. at 6 a.m.

Passengers by the above line will arrive at Richmond by 111 o'clock p.m. and Petersburg, Va. by 21 o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the For Pittsburg, via Columbia and Landra to Charleston, S. C., in fifty-one to fifty-two caster Railroads. Leave the Depot 274 Market st. daily, at 74 a.m. The Night Line will leave as usual at 12 midnight. At Harrisburg this line conductive for Capitals do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 24 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboot.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st.

A CUMMINGS, Agent.

Susquehanna Line of Rail
Post Conches.

STOCKTON & PALLO.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, commodation. Office N. E. 4th and Chestnut sts. etc. Leaves Baltimore daily [except Sundays] folk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7. Fare through \$21.

Morning Train for Phila-

delphia.

The morning train leaves the depot, Pratt street,

For Philadelphia, via York, Columbia and Lancaster, by the Baltimore and Susquehanna rail-road. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3 50.

CEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Mannfacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 14 in. to 24 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shatting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective fron and Brass Castings of all descripions.t ja451y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention; for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be

seen at Messrs. Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS,

Reading, Pa. ja45 MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small o:ders with promptness and despatch. Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

of all descriptions and of the most improved patterns,

of an descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Lilllwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass

FROM NEW YORK

New York and Harlem Rail-

Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

New York and Erie Rail road Line. For Middletown, Goshen, and intermediate places.

For Middletown, Goshen, and intermediate places.

—Two daily lines each way, as follows:—For passengers—The new, fast and commodious steamboat railroad and packet, will arrive at St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR. Superintendant.

H. C. SEYMOUR, Superintendant.
Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

PASSENGER LINES FOR THE NORTH AND WEST.

Morning Line, at 7 o'clock-For Albany, Troy and intermediate landings.—The steamboat Troy, Capt. DeGroot, leaves New York, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M.. Monday, Wednesday, and Friday.

Asternoon, or 5 and 7 o'clock Line .- At 5 o'clock P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, of Barclay street.—The steamboat New Jersey,
Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South
America, Capt. M. H. Truesdell, will leave on
Tuesday, Thursday, and Saturday. For passsage
or freight apply on board, or to
P. C. SCHULTZ,

At the office on the wharf

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

Ingono on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 6½, p.m. The Rhodo Island on Monday, Wednesdays, and Fridays; the Narragansett on Tuesdays, Thursdays, and Saturdays. Via Newport, the Massachusetts Caves New York for Newport and Providence, discovered by the Narragansett on Tuesdays, and Saturdays. Thursdays, and Saturday o'clock, p.m.

31 Saturday

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad. Leave Troy, at 6 o'clock, A. M., to Boston and Albany; 8½, do., do., do.; 10½, do., do.; 2, P.M., to Boston and Albany; 4, do., do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do., do.; 12, M., or on arrival of the Boston train; 3, P.M.; 6, P.M., or on arrival of the Boston train.-Fare, 121 cents.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 31, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

1 L. R. SARGENT, Superintendent.

Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Passage 2, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS,

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in

PASSENGER LINE EASTWARD.

PASSENGER LINE EASTWARD.

Long Island Railroad

Company.—Trains run from

Brooklyn depot.—Boston train, 8½, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places.

From Farmingdale depot: Accommodation train From Farmingdale depot: Accommodation train at 6‡, a.m., and 2½, p.m., daily, for Brooklyn and intermediate places.

The steamboat Statesman leaves Greenport for

Sag Harbor twice each day, on arrival of the trains

from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Regular Mail Line between New York and Boston via Stonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massachusetts, Capt. Comstock; Mohegan, Capt. —; Narragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays,] at 6 o'clock, p.m., from New York, and from Stonington, the control of the ington on the arrival of the mail train, which leaves

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, Northwich and Worcester, daily, from pier No. 1, Northwirer, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wedneddays, and Fridays.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street,

Hoasatonic Railroad; Bridgeport and New York.

—The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, eaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets if not purchased at the offices on the line

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified.

R. B. MASON. Superintendent,

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Railroad Line—Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 41 o'clock, P.M. Fare in
first class cars, \$4. Second class cars, 3.

Passengers will procure their tickets at the office

Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad
Line.—For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 51 o'clock A.M.

Passengers will take the cars at South amboy. Fare Passengers will take the cars at South amboy. Fare to Philadelphia, _3. Forward deck passengers, _2 25. To Freehold and Monmouth, via. stages from Hightstown, _1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffts, 124 cents. The steamboat Independence will land at each of the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M. 31

New Jersey Railroad and
Transportation Company.—For
Newark. Fare 25 cents. Leave New York at 8,9,
and 11 o'clock A.M., and 12½, 2, 3, 44, 6½, and 8
o'clock P.M. Leave Newark at 7, 7½, 8, 9, 10½,
A.M., and 1½, 4, 5½, 7½, 9½, P.M. On Sundays,
leave New York at 9 A.M., and 4½ P.M. Leave
Newark at 11½ A.M., and 9½ P.M.
For Elizabethtown. Fare 31½ cents. Leave New
York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Elizabethtown at 7, 7½, 8, 10½ A.M., 3½, 6½, 9½, P.M.
For Rahway. Fare 31½ cents. Leave New York
at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Rahway at
5½, 7½, 7½, 11½, A.M., 3, 6½, 9, P.M.
For New Brunswick. Fare 50 cents. Leave New
York at 9 A.M., 4, 4½ P.M. Leave New Brunswick at 5½, 7½, 11, A.M., 8½, P.M. On Sundays,
leave New York at 9 A.M., and 4½ P.M. Leave
New Brunswick at 12 M., and 8½ P.M.
The commutation fare between New York and
New Brunswick and intermediate places, including

New Brunswick and intermediate places, including the ferry, 365 per annum.

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

31

For Newport and Providence, on Monday, Wednesday, and Friday. This I ne leaves at 8 o'clock, of departure. Office 75 Courtland street.

do.; 12, M., or on arrival of the Boston train.; 3, P.M.; 6, P.M., or on arrival of the Boston train.—
Fare, 12½ cents.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

1 L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., do., except Sundays; 7½ do., do., except Sundays; 7½ do., do., except Sundays; 7½ do., daily.

Persons going to Saratoga and north should take the fight of the morning from the foot of Whitehall street, South ferry.

U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, at 6½, a.m., by steamboat New Champion, Captain Joel Stone, connecting with the cars at New Haven, for Hartford and Springfield. Night line for New Hartford, and leaves on Tuesdays, Thursdays, at 4, p.m. For Hartford, direct, daily, [Sundays except Sundays, Wednesdays and Fridays; early of the morning and Saturdays, and Owego on Mondays, Wednesdays, Thursday, and Saturdays, and Owego on Mondays, Passengers the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent.

L. R. SARGENT, Superintendent.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 36.]

THURSDAY, SEPTEMBER 4, 1845.

[WHOLE No. 479, Vol. XVIII.

with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)
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ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
RORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Company.

CYRUS ALGER & Co., South Boston Iron Company.

SETH ADAMS, Engineer, South Boston, Mass.

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JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE, do.

HINCKLEY & DRURY, Boston.

C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.

BALDWIN & WHITNEY, Philadelphia, Pa.

(See Adv.)

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn (See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia.

* THE AMERICAN RAILROAD JOURNAL W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys is the only periodical having a general circulation of estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges throughout the Union, in which all matters connected machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broen, but from the particular plan of the construction, the accident to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

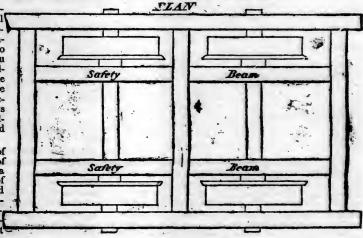
and lives in railroad travelling, and should be used on all railroads in the country.

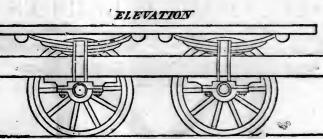
JOHN FRAZER, Agent,

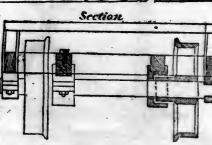
GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

JA model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

Adelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT
Spikes. The Troy Iron and Nail Factory keeps Constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Pailroad companies may be supplied with Spikes

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as carly as practicable, as the subscriber

their orders as carly as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

70 THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invi ted to examine an improved SPARK ARRESTER, recently patented by

the undersigned.
Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an noyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed o an entirely different principle from any heretotore offered to the public The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to surphase or obtain furnation in regard to their mainters.

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, Presistent Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs, Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitey, of this city, will be promptly executed.

FRENCH & BAIRD. ley, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

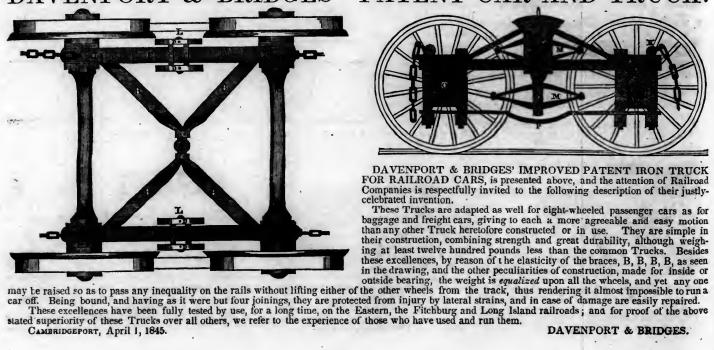
e terms.

** The letters in the figures refer to the article given in the Journal of June, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844. ble terms.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

PATENT BRIDGES' CAR AND





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justly-

RAILROAD IRON AND LOCOMOTIVE CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILDtyres imported to order and constantly on hand
A. & G. RALSTON

Output

Cushman's Compound Iron Rails. To Railroad Companies and Builders.

To Railroad Companies and Builders.

To Railroad Companies and Builders. 4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale all orders

The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

guarding against accidents from insecure joints, etc.

—respectfully offers to dispose of Company, State
Rights, etc., under the privileges of letters patent to
Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very a vantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

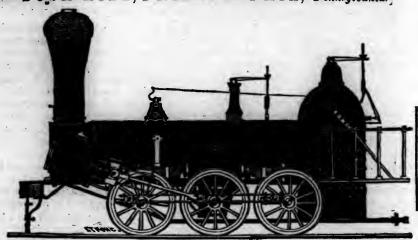
W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class . 1. 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 14 × 20 " 145 te . . " 121 33 66 6: 66 \times 20 66 -" × 20 660 111 66 66 66 101 66 66 \times 18 66

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 fe capable of sustaining pressure from 400 to per square inch, with Stop Cocka, T, other fixtures to suit, fitting together, wit joints, suitable for STEAM, WATER, GAS, LOCOMOTIVE and other STEAM BOILER F



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG

jy451m President. TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-tuminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheanly at the works; and taken together. more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIatyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

Work shop, 86x35 feet, on the same floor with the pattern shop

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451

feet two stories high, with a shed part 451x20 feet containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, front-ing on Parker street, 54x25 feet. Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Fintadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

herewith. This engine we understand is of 3,906 miles of railroad in use or nearly wealth to the enterprizing proprietors. It is to have eight wheels, all drivers; and the completed, the aggregate cost of which found mostly on the surface, and we undercylinders are played one under each end of amounts to \$119,241,897. There are now stand can be put on board a vessel, either at the engine instead of at the sides as usual.

For improvements in locomotive steam en-gines; Edwin F. Johnson, Middletown, Middlesex county, Ct., December 31, 1844. The improvements claimed, and for which provements."

letters patent are desired, are the following: 1st. The vibrating cross-head, and mode of attaching the two connecting rods thereto, so The improvement in these vehicles is now as to permit the drawing of driving wheels, so perceptible on our railroads that it is manto conform to the curvature of the road, with lifest to even the casual traveller. Every steam-pistons. 2d. The mode of maintaining adds to the comfort or safety of the passennation of the horizon'al slide rod, the arms, and run upon eight wheels with a vibrating road, now in England, which gives the most the crank bars, and the cranks, on the axles iron truck. Formerly the cars were short flattering assurance of the speedy success of of said wheels. 3d. The mode of communicating the motion from the cross-heads to of the circle wheels. The advantage the crank bars, by attaching the connecting gives more room, and therefore greater comrods to the crank bars between the crank fort to the passengers, but also insures greatpins; also, the mode described and repre er safety. These long cars turn curves better terprize could hope for. Present indications sented of retaining the frustums of cones in and cling better on account of having more are, that contracts will be let this fall.

their proper position, by means of the vertical bars and horizontal bars. 4th. The mode in the road-way. Hence their introduction now no doubt, that within a fortnight or three contracts. their proper position, by means of the vertical bars and horizontal bars. 4th. The mode in the road-way. Hence their introduction of giving steadiness and support to the vibramay be considered a most desirable improveting cross-heads, by combining with them the ment in railroad travelling. eccentric cog wheels and rods, as described, and the attaching of one pair of said wheels we are so assured by an eminent engineer) firmly to the same shaft. 5th. The use and that the four wheeled car is still tenaciously application of the rods and lever, on the two adhered to even on the best railways in Enor driving wheels to the curvature of the are not yet introduced upon a single railway road.

above claim, that, without drawings, it would athan. On the contrary, our people at once require a very lengthy description to point adopt the latest improvements in England.—out clearly the improvements covered by This gives us a great advantage in the work this patent; but the claim is sufficient to enaling of railways.

ble the engineer to understand the general We perceive likewise that the eight wheelplan of the inventor.

AMERICAN RAILROADS.—We find the following remarks in the Baltimore American, copied from the "Pennsylvanian," in relation to the list of American railroads, published thing for the transportation of coal. in the Journal. If the editor had examined the table on the previous page headed 'state works,' he would have found both the Columbia and Portage railroad given, not complete however, and we are therefore obliged to him for enabling us to correct them, as we shall be still ly towards every thing connected with railmore so if he will examine that table and see roads, and under this impetus we may reathe other Pennsylvania works are given correctly.

their length and original cost, we find in a gus.l late number of the "American Railroad Journal," and republish as a matter of general interest. It will be seen that the list em- did not form one of a party, who, on Saturbraces only the company railroads, and it is day last, travelled over the new railroad, just

we add to these the railroads recently pro-expenses paid .- [Richmond Enquirer.] jected, we shall have an aggregate of more than eight thousand miles of internal im-

Railroad Cars-English and American. out interfering with the movement of the year has called out something new which [Windsor Vermont Journal.] or preserving the relative motion of the two sets gers. It is well known that all of the recent- have been received in this town from the of drawing or driving wheels, by the combi- by built passenger cars are of great length agent of the St. Lawrence and Atlantic railnicating the motion from the cross-heads to of the eight wheeled car is that it not only

sides of the machine, to conform the drawing gland. Nay, that the eight wheeled cars, know, that I might make my mind easy as in England. This is an American invention It will be evident to the reader of the and John Bull is rather slow to learn of Jon-This gives us a great advantage in the work-

> ed freight car is being preferred on our rail-ways. They are more spacious and better adapted to the reception of freight. On the Reading and Philadelphia road iron freight cars are used, which are found to be just the dence of the United States Gazette, dated

Though the last five years have witnessed struction of cars and locomotives, yet we anticipate during the next five years changes for the better. At this moment, the mind and capital of the nation is setting very strongsonably anticipate that American ingenuity will not repose upon its past laurels, but reted and in progress in the United States, with momentum of future progress.-[Albany Ar-

Opening of a Railroad.—We regret we

IMPROVED LOCOM TIVE.—We find in the Journal of the Franklin Institute for August, a concise description of the claim of Mr. Edwin F. Johnson to improvements upon the locomotive engine, which we give herewith. This engine we understand is a 3.008, 461—making a total between the content of the claim of th in the United States, in operation and nearly Rockett's, below this city, or at Port Walthal completed, over 2,000 miles of canal, and if on the Appomatox, for six cents a bushel, all

> Vermont Central Railroad.-We learn from the Bunker Hill Aurora, that Mr. Felton was to proceed on Monday morning with an efficient corps of engineers, to lay out this road for work. The whole route, says the Aurora, will probably be surveyed in a few weeks, and a report made to the directors.-

> The Railroad.-By the Cambria, letters kindly permitted to take an extract from one of these letters, which will be found below. It is all the most sanguine friend of the en-

weeks we shall have £4 per share sterling paid on 10,000 shares. The prospectus was Yet it will scarcely be believed (though only issued on Friday last, and on Tuesday were several thousand shares applied for, besides those coming through the brokers, and I was then assured by those who ought to respects the capital. I am, however, as a measure of precaution, getting stock taken in Leeds, Manchester, Liverpool, Glasgow, and Edinburgh, more with a view of thus extending their interest in our portion of Canada, than from any idea that it is necessary on account of the capital. I hope to return on the 19th, of August with the business done-purchases of iron made for commencement in the spring, and locomotives ordered l"

> We take the following from the correspon-Antwerp, July 29.

The railroad mania continues throughout great and desirable improvements in the con- Europe with unabated vigor. But while the English and the French get up stocks, the Germans are quietly at work in connecting the Mediterranean with the Baltic and the North Sea. In the course of three years, a tour from Hamburg to Trieste will be accomplished in two or three days, and the commerce of Europe take a very different direction. England will lose much of her coasmember the noble maxim of true science, ting trade by the facility with which her own "The following list of railroads comple- that what has been done, is to be used as the coal is now forwarded on railroads from one of her ports to the other, but a far greater amount of her trade to the Levant and the Mediterranean generally will be shared by the nations of the continent.

Malleable Glass.—The Segusian Mercury

silicon, combines with various substances producing the most brilliant colours, and can maintenance of road at 6-100 of a penny per Journal.] also be obtained opaque or transparent as ton per mile, which, for 94 miles, will crystal; its specific gravity is 2.85, water amount to 11 cents, leaving 36 cents for the being 100; it is very ductile and malleable, total cost of transportation only. and neither air nor acids act upon it. The idea of discovering malleable glass is only ranked second to that of the philosopher's stone among alchymists, and the latter will doubtless be the next discovery made, for the one is as probable as the other.

The Reading road is working at present, in coal alone, 35 engines, 15 of the largest in coal latter will expenses included, of \$32 daily, each, 480

The Reading road is working at present, in coal alone, 35 engines, 15 of the largest size, at a cost, all expenses included, of \$32 daily, each, 480

Stourbridge vesterday—the meeting at Daily one is as probable as the other.

Railroad Disasters.

to note the accidents on railroads.—We learn cents for motive power. says the Salem Register, from the Traveller, Portsmouth, Saco and Portland railroad, ran into each other yesterday morning, near Wells. One of the large cars was smashed 12 for use, 87,792 to pieces, but no person was injured.

There has been a perfect glut of railway accidents—on many railways, and sometimes more than one on each.

On the Birmingham railway, two. train going, in a mist, at the rate of thirty miles an hour, was driven into another; one person's leg was smashed, and several were bruised. An engine driver's leg was crushed while he was looking at an engine that was out of order.

On the Dover railway, one. In consequence of some mistake about lights, one train ran into another: a person's leg was broken, a second suffered dislocation of the jaw, a third injury to the spine, and more were

On the Eastern Counties, one. Two engines, one at each end, were employed to propel a train; there was a concussion, and several persons were badly hurt.

On the Midland railway, two. was killed by the swinging round of a truck on a turn table. A stoker's leg was smashed by the collision of two mineral trains.

On the Great Western, two. A guard was knocked off a platform while asleep.— A laborer, waked up from sleeping in a dangerous place, was frightened, ran in the way of a train, and was killed.

On the Edinburgh and Glasgow railway, one. A drunken porter was jammed between two carriages, and killed.

Of these nine bad "accidents" on six railways, there is but one—the last, if that can be accounted an exception—that was not the result of gross carelessness—but one which the smallest forethought and system might have prevented .- [London Speciator.]

each,

Railroad Accident .- We intend hereafter return the empty cars, equal to per ton, 24

Delivering 4,100 tons daily, for 240 days the probable work of the season, 984,000 tons per annum, making for wear and tear, say per ton Conductors and brakemen, 34 trains

daily at \$41 per day, 4,100 tons, \$144 50 3 5 Grease, do. last years experience, 15

Per ton 38 cents

Mr. Pease estimates for the London and York, 36 cents per ton.—Ledger.

Railways and Canals.—In the appendix and statement issued on behalf of the Grand canal company of Ireland, in the matter of the proposed railway to Cashel, there are given some curious details as to the effect of rail-way on canal property. Thus the Grand way on canal property. Junction canal, which forms the first ninety miles of water communication between London and Birmingham, had, in three years immediately preceding the opening of the railway, an annual revenue from tolls, ranging from £174,722 to £198,000 regularly increasing. Since the railway has been fully in operation, this revenue has varied from £121 139 to £113,012. The Rochdale canal is 33 miles long, and throughout the entire distance the Manchester and Leeds railway runs parallel to it. In three years previous from £62,069 to £59,259; In the last three years they have varied from £31,533 to £27, 165. The Kennet and Avon canal, are both the tolls of the former have fallen since the rates. railway was opened from £46,703 to £32,045, the expenses of transportation, including the from £330 to £180; Worcester and Bir-iron.

states that a most marvellous discovery has maintenance of the road. This is equal to mingham, from, £84 to £55; Kennett and been made at St. Etienne, of rendering glass 1-2 cent per ton per mile; applied to the 94 Avon, from £25 to £9; and Rochdale, from as malleable when cold as when first drawn miles of Reading road, would make the cost £150 to £61 1-2 while Coventry canal shares, from the pot. This substance, which is called of transportation on this road, per ton 47 cts. which were at one time as high as £1,200 But Mr. Pease estimates the expense of have fallen as low as £315.—[Herpath's

The English Iron Trade.

" The Iron Trade .-- The usual quarterly Stourbridge yesterday—the meeting at Dud-ley this day, for the settlement of prices, is looked forward to with much interest. Every These deliver daly 4,100 tons of coal, and description of manufactured iron having been reduced in price in the last thirteen weeks from 20 to 25 per cent, the great hope of the trade Wear and tear of cars as follows: 1600 now is, that it will not be any lower, if it should that the freight and gravel trains, on the wooden cars and 1500 iron cars, average cost not rise, though many begin to be thoroughly \$236. Total cost, \$731,600. Average load aware that too sanguine ideas were enter-4 tons each. According to Lowell rates for wooden cars, which would arise from the numerous speculations afloat; a very great number of these will not be carried out at all, and the consumption of iron of those which are, will be spread over a much longer period than was anticipated. The price of bar iron is now nominally 10l. per ton at the works, though many sales have been effected for considerably less; the demand is still dull, and it is evident stocks are accumulating.

"The business in iron, says a correspondent of the Mining Journal, has been very limited this week, in consequence of the near approach of the quarterly meetings of Staffordshire masters, at which a reduction was generally expected; at the Birmingham meet-ing, yesterday, a fall of 40 shillings was de-clared on Staffordshire iron, and it is thought likely that Welch will give way a few shillings per ton. In Scotch pig very little has been done—60 shillings being the highest at which buyers to any extent can be found. Russian and Swedish are not in request.

"English iron continues very flat; Staf-fordshire prices again reduced 2l. per ton, making the present selling price for bars Sl. per ton at the works. In Welsh no alteration. Scotch pig iron has been sold at lower rates, and may now be quoted at 60s. buyers, and 62s. 6d. sellers. The demand for English lead continues at quotations. Tin plates dull of sale. In spelter the market is not so to the opening of the railway the tolls ranged good; considerable sales reported in the early part of the week at 241., but it is now to be bought on easier terms."

Thus it will be seen that the prices of affected by the Great Western railroad, and iron are coming down again to reasonable

We have letters dated London July 16th, and of the latter, from £18,328 to £8,476.—
The Fourth and Clyde Navigation has gone from which we learn that railway iron could Striking Coincidence.-Mr. Pease, the down from £62,516 to £42,218: and the then be got for £9 per ton-less 5 per cent. manager of the greatest coal railroad in Union canal, which connects Edinburgh with for cash. It is thought by well-informed per-England, in his testimony before a committee of the house of commons, relative to the cost of carrying coal on the newly projected railroad from York to London, says, that 1-4 shares in the Grand Junction have fallen of 70 to 75 lbs, will require large amounts of the eveness of transportation including the form £320 to £180. We receive and Bir.

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R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1	5 0	71 1	0 15		Same	rn & W	hy & Rail Av	1 3	762	961	261	51	30	30
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel	5 0 0	7½ 1 50	0 13						000	203			495	1 0.
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10	5 0 0 0	71 1			Trei	it and N	Iersey	. 2	600	50	50	65		
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana	5 0 0 0 0	7½ 1 50 100	<u></u>		Trei	nt and N mes and	Iersey l Medway	2,	600 149	50 194	50 19‡		10	10 .
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 South Powners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11	5 0 0 0 0 1s.	7½ 1 50 100	4 , 70	, 70	Trei	nt and N mes and wick ar	Ierseyl Medway nd Birminghan	2, 8,	600 149 000	50 194 100	50 19‡ 100	101	10 167	10
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10	5 0 0 0 1s.	7½ 1 50 100	4 70 4 180	70	Trei	nt and N mes and wick ar	Iersey l Medway	2, 8,	600 149 000 980	50 194 100	50 19‡ 100 100		10	10 .
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,350 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10 Birmingham, 1-16 share 3,000 14 Do. and LiverpoolJunction 4,000 16	5 0 0 0 18. 3 0 8 8	71 1 50 1 100 1 179 100	4 70 4 180 0 150 13	70 180 160 131	Trei Tha Wai Wai	nt and M mes and wick ar wick ar	Ierseyl Medwayd Birminghan nd Birminghan nd Napton	2, 8, 1. Wat	600 149 000 980 er	50 194 100 100 Work 25	50 19‡ 100 100	101	10 167 122	1 28
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10 Birmingham, 1-16 share 3,000 18 Do, and LiverpoolJunction 4,000 16 Coventry 500 10	5 0 0 0 1s. 3 0 8 1 0	fav. 100 1 100 100 100 20	4 70 4 180 0 150 13 0 365	70 180 160 131 365	Trei Tha Wai Wai Birm East	mes and Names and wiek ar wick ar London	Ierseyl Medwayd Birminghan nd Birminghan nd Napton	Wat	600 149 000 980 er 800 433	50 19‡ 100 100 Work 25 100	50 19‡ 100 100 100	101 81 31 8	10 167 122 28 223	28 :
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10 Birmingham, 1-16 share 3,000 11 Do, and LiverpoolJunction 4,000 16 Coventry 5,000 10 Coventry	5 0 0 0 18. 3 0 8 4 0 do.	fav. 100 1179 100 100 20 do. 22	4 70 4 180 0 150 13 0 365 4 250	70 180 160 131 365 250	Trei Tha Wai Wai Birm East Gran	nt and Names and wick ar wick ar wingham London d Junct	Iersey I Medway Id Birminghan Id Napton Id Napton	Wat 4, 4, 5,	600 149 000 980 er 800 433 500	50 194 100 100 Work 25	50 19‡ 100 100	10½ 8½ 3½ 8 7½	10 167 122	1 28
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10 Birmingham, 1-16 share 3,000 11 Do. and LiverpoolJunction Coventry 500 10 Cromford 460 Derby 600	5 0 0 18. 3 0 84 0 do.	7½ 1 50 100 100 100 20 do. 20	4 70 4 180 0 150 13 0 365 4 250 9 105	70 180 160 131 365 250 105	Trei Tha War War Birm East Gran New	nt and M mes and wick ar wick ar Lingham London d Junct River I	Iersey	Wat 4, 4, 5,	600 149 000 980 er 800 433 500	50 19‡ 100 100 Work 25 100 av.	50 191 100 100 5. 25 100 41 2-3	10½ 8½ 3½ 8 7½	10 167 122 28 223 88	28 225 90
R. Mail Steam Packet 15,000 10 10 10 10 10 10 10	5 0 0 18. 3 0 8 4 0 do. do.	fav. 100 1 100 100 20 do. do. do. 3	4 70 4 180 0 150 13 0 365 4 250 9 105 2 440	70 180 160 131 365 250 105 440	Trei Tha Wai Wai Birm East Gran New Man	nt and M mes and wick ar wick ar London d Junct River I chester	Iersey I Medway Id Birminghan Id Napton Id Napton	Wat 4, 4, 5, 1, 6,	600 149 000 980 er 800 433 500 500 486	50 19‡ 100 100 Work 25 100	50 19‡ 100 100 8. 25 100 41 2-3	10½ 8½ 8½ 8½ 7½ 2½ 8§	10 167 122 - 28 223 88 57	28 225 90 57
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10 Birmingham, 1-16 share 20,000 11 Coventry 500 10 Cromford 4,000 16 Cromford 600 600 Erewash 231 Forth and Clyde 1,297 40 Grand Junction 11,600 10	5 0 0 1s. 3 0 8 1 0 0 do. do.	[av. 100 1.79 1100 100 20 do. 20 do. 30 404	4 70 180 0 150 0 365 4 250 9 105 2 440 4 440 7 162	70 180 160 131 365 250 105 440 440 1611	Trei Tha Wai Wai East Gran New Man Vaux	mes and Messer wick are wick are wick are London d Junct River I chester at thall, lt.	Iersey. I Medway. Id Birminghan Id Napton ion I. B. Ann and Salford	Wat 4, 4, 5, 1, 6,	600 149 000 980 er 800 433 500 500 486	50 19‡ 100 100 Work 25 100 av.	50 191 100 100 5. 25 100 41 2-3	10½ 8½ 8½ 7½ 2½ 88 5	10 167 122 28 223 88	28 225 90
R. Mail Steam Packet 15,000 10 10 10 10 10 10 10	5 0 0 1s. 3 0 0 do. do. do.	Tav. 100	4 70 180 150 150 365 4 250 9 105 440 4 440 7 162	70 180 160 131 365 250 105 440 440 1611	Trei Tha War War Birm East Gran New Man Vaux West	it and Names and wick are wick are wick are London River I chester a chall, lt.	Mersey. Medway. Med	Wat 4, 4, 5, 1, 6, 1, 8,	600 149 000 980 800 433 500 500 486 000 294	50 19‡ 100 100 Work 25 100 av. av.	50 194 100 100 100 5. 25 100 41 2-3 30 100 631	101 81 81 8 71 21 81 5 61	10 167 122 28 223 88 57 55	28 225 90 57 55
R. Mail Steam Packet 15,000 10 10 10 10 10 10 10	5 0 0 0 0 1s. 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Tav. 100	4 70 180 150 150 365 4 250 9 105 440 4 440 7 162	70 180 160 131 365 250 105 440 440 1611	Trei Tha War War Birm East Gran New Man Vaus Wesi	nt and N mes and wick ar wick ar wick ar Lingham London d Junet River 1 chester thall, lt.	Iersey. I Medway. I	Wat 4, 4, 5, 1, 6, 8,	600 149 000 980 800 433 500 500 486 000	50 19‡ 100 100 Work 25 100 av. av. av.	50 19‡ 100 100 5. 25 100 41 2-3 30 100	10½ 8½ 8½ 7½ 2½ 85 6¾	10 167 122 28 223 88 57 55 126	28 225 90 57 55
R. Mail Steam Packet 15,000 10 10 10 10 10 10 10	5 0 0 0 0 1s. 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	fav. 100 1.79 11100 100 20 do. do. do. do. do. do. do. do. do. 150	4 700 4 180 0 150 13 0 365 4 250 9 105 2 440 4 440 7 162 20 8 8 185	70 180 160 131 365 250 105 440 440 1611	Trei Tha War War Birm East Gran New Man Vaux West	nt and Nomes and wick are wick are wick are windered and London d Junet River lechester at hall, lt. t Middle mercial and Wester and	Mersey. Medway. Med	Wate 4,	600 149 000 980 800 433 500 500 486 000 294	50 19‡ 100 100 Work 25 100 av. av. av. ks.	50 194 100 100 100 5. 25 100 41 2-3 30 100 631	101 81 81 8 8 71 21 5 61 5 61 5 1	10 167 122 28 223 88 57 55 126	28 225 90 57 55 127
R. Mail Steam Packet 15,000 10 South Western Steam 4,000 2 Ship Owners' Towing 3,000 1 Thames Tunnel 4,000 5 University College 1,500 10 Cana Ashby de la Zouch 1,432 11 Barnsley 720 10 Birmingham, 1-16 share 3,000 11 Coventry 500 10 Cromford 4,000 16 Cromford 460 Derby 600 Erewash 231 Forth and Clyde 1,297 40 Grand Junction 1,500 10 Grand Surrey 1,500 10 Grand Surrey 1,500 10 Grantham 749 15 Lancaster 11,699 4*	5 0 0 0 1s. 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	fav. 100 1.79 100 100 20 do. do. do. do. do. do. do. do. 150 471	4 70 4 180 0 150 0 365 4 250 9 105 2 440 7 162 20 8 8 8 1855 3 40	70 180 160 131 365 250 105 440 440 1611 8 185 46	Trei Tha War War Birm East Gran New Man Vaus Wesi Comi	nt and Nomes and wick are wick are wick are wingham London d Junet River I chester schall, lt. Middle mercial and Woon.	Mersey. Medway. Medway	Wate 4, 5, 6, 1, 8, 8, 1 1, 8, 8, 1	600 149 000 980 800 433 500 500 486 000 294 Doc!	50 19‡ 100 100 Work 25 100 av. av. av. ks.	50 194 100 100 100 5. 25 100 41 2-3 30 100 631	10½ 8½ 8 7½ 8½ 5 6½ 4½	10 167 122 28 223 88 57 55 126	28 225 90 57 55 127
R. Mail Steam Packet 15,000 10 10 10 10 10 10 10	5 0 0 0 0 1s. 3 0 8 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	fav. 100 1.79 100 100 20 do.	4 70 4 180 0 150 0 365 4 250 9 105 2 440 7 162 20 8 8 8 1855 3 40	70 180 160 131 365 250 105 440 440 1611 8 185 46	Trei Tha War War Birm East Gran New Man Vaus West Comi ast ond K	nt and N mes and wick ar wick ar wick ar lingham London d Junet River l chester; thall, lt. Middl mercial and W on atharine	Mersey. Medway. Med	Wat 4, 4, 5, 1, 6, 1, 8, 1, 3,238, 1,352, 1,352	600 149 000 980 800 433 500 500 486 000 294 Doc!	50 19‡ 100 100 Work 25 100 av. av. av. ks. 100 sto. sto.	50 194 100 100 100 5. 25 100 41 2-3 30 100 631	101 81 81 8 8 71 21 5 61 5 61 5 1	10 167 122 28 223 88 57 55 126	28 225 90 57 55 127

STATE WORKS.	Length	1		843.		44.		Statu Care	le are all 4 for	t deen and t	he looks
	Length in miles.	-	Income	Expend.			13 to 1	7 feet wide	ls are all 4 fee e, and 80 to 90	feet in lengt	h.
Black river canal		1,524,96	7						ions paid to		
Cayuga and Seneca	21	237,00	16,5	10,953	24,618	14,443	auctio	n and sa	lt duties are	e not inclu	ded in t
Champlain canal	64	1,251,60	4 102,30		110,733	10 740	estima	ite of cos	t. The Ge	nesee valle	y and t
Chemung	23	684,60	0 16 16	14,486	00 170	15,740	Black	river car	als require	large sum	s for the
Chenango	9/				1 409	10,900	compl	etion, the	interest of	which addu	ional su
Frie anlargement of	363	19 648 85	9 1 880 31	6 3,074	1,450						
Canaccae valley	190										
50 miles opened cost \$1 500 000	120	0,100,00	19.90	2 13 819	19 641						
Oneida lake	6	50.00	0 29	5 2 239							
Oswego	38		7 29.14	7 22 742							
Beaver division canal	25	000,20			7.381		be libe	ral) of \$	39 000 and	\$14.000 res	pectivel
French creek											
Seneca river towing path		69,27	6				164 39				
Columbia railroad	821	4,204,96	9		443,336	205,067	Trib.	manainta			
Eastern division	36				179,781	138,915	Canal	tolls.			578,4
Juniata canal	93		1				Railro	ad tolls.	-		252,8
Portage railroad	361	1,828,46	1		351,102	248,943	Motiv	e power.		-	319,5
Western division canal	1105			1 1			Truck	e -	_		134
North branch Susquehannah canal	73				101 949	57.633	C 2 .	A MEOF E	22 is from 1	118 miles of	railroa
West - " " " "	72			1		01,000	and \$5	78,404 fr	om 550 mil	es of canal.	
Hocking canal	56										
Miami canal	85		68,64	0 38,826	17,844	22,341	perty t	ax of 51	mills on the	e dollar.	There a
Miami extension	105		8,29	1	12,723						
Miami northern division	35					1	11843	2471 693	and in 184	4 \$515 393	the co
Muskingum	91					1 0'0 - 0	let la	n 'A's hell	no win n//:	233 1 00 1	nerease
Jh10	334				49 500	100017	44 01	CI 40 15 (ULLIV EDIO. 11V	, mouzn m	C ACTI
wabash	91										ghout t
wainonding	20	007,26				2 090	countr	y than ev	ver before k	nown.	
vv estern road	31					1	The	se 21 mi	illions on su	indry works	vield
Mauma canal		11,000,00	·····								12024
Maume canal		10 000 00					The	central 1	railroad viel	lds above 6	per cer
Control railroad	110		0 140 00	75 960	211 170	89 420	and is	the only	State work	-the Erie	canal e
Southern railroad	68		5 94.06	4 7 907	60.341	70,000	cented	-which	is able to st	and alone.	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		7 500,20	2,00	***************************************			· · · ·	~~~	~~~~	~~~~	~~~
									- 7 PR	EMARKS .	- 1
CANALS.		Cost.	Gross.	Nett. ce			cent.	stock.	19840		
Blackstone											
	25	400.00									,
		1 000 00	0						We may, p	erhaps, at so	ome futu
Charleston (S. C.)		2,000,00						tir	me be enable	ed to give th	ne partic
Thesaneake and Ohio	184	12 370 47	0 47.637					la			
Conestota	12	300.00	0						The Chesap	peake and C	)hio car
Delaware and Chesapeake	13							26 15			
Schuylkill	108	3,500,00	0279.795	02.221	190,69	3 120,624	1	31 m	ines, hence	its trifling i	ncome.
Farmington									The enlarge	ement of th	e Schu
ames river and Kenhawa											
Middlesex					1		1		The Morris	canal was	lately so
Port Deposit	10	200 00	0					101	r one million	n, about one	3-10urui
Delaware and Raritan	43	9 000 00	00 603	63 397	1131 40	1 24 45		OL	ILS CUSL. IV	is said in	me pape
Southwark		300.00	0					un	at it is to be	emargeu.	of the
		2.900.00	0					se	en no repur	, nor nearu	or me a
		2,000,00	0						intment of	any engine	ol.
	101	1,000,00	0					2/1			
Jismai Swamp				•••••			,	~~~		<b>~~~~</b>	~~
	Length	No of Lock	arel .	Size of lo	cks.				Expended	Incom	ne.
. CANADIAN CANALS.	miles.	locks. in f	et. Length	of Width.	mitre sill.	Bottom.	Surface	Estimate	Sept. 1843.	1843.	1844.
e Welland canal					feet.	feet.	feet.	3,948,57	2 2,485,572	64,658	
	28	31 328					81				
					1		771	1			
n branch to Dunville not adde										1	
	1 1-2	1 0	200	45	9	40	00				
ne St. Lawrence canal											
								CPC 40	022		
								0 /2,49	913		
s point	. 3-4							OCE 98	10 1 665 662		
, passing the Long Sault rapids	. 11 1-2										
									400,000	99 999	
		5 44	1-2 200	45	9	00	1			20,200	
		••••	• • • • • • • • •					1,001,00	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
otal from lake Erie to the sea	12	57 525	100	04	6	36	60	900 00	0 440,000	1,409	
	. 66 1	9   74	120	24			~~~	~~~	~~~~	~~~~	~~~
<del>~~~~~~~~</del>	Length miles	in.	1	1943.	Div.	184			alue	REMARK	
,				Income.	per	Incom	me.			OF STREET	~
COAL COMPANIES.	R. rd. I C	anals.	ost. G	oss.   Net		Gross.	Nett.	cent. st	lock.		
· '	R. rd. Ca	anals.	G	ross. Net	tt. cent.	Gross.	Nett.	cent. st	30		
COAL COMPANIES.  Delaware and Hudson	R. rd.   Ca 16   10 20   7	9 2,8	G	),203 Net	tt. cent.	Gross.	Nett.	cent. st			
DOHOGO DETERMINED TO THE PROPERTY OF THE PROPE	Chenango. Crooked lake Eric—enlargement of Genessee valley. Semiles opened, cost \$1,500,000. Doeida lake Dowego Geaver division canal. Delaware canal. French creek. Seneca river towing path Columbia railroad Eastern division Unitata canal. Portage railroad Western division canal. North branch Susquehannah canal. West """ Hocking canal. Miami canal. Miami canal. Miami canal. Miami canal. Miami canal. Sundry works Maume canal Sundry works Central railroad. Southern railroad. Southern railroad. Constota. Delaware and Chesapeake. Schuylkill. Farmington. Delaware and Kenhawa. Middlesex. Ort Deposit. Delaware and Raritan Southwark. Cide Water. Jinion. Morris. Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.  The Welland canal. Unik from Port Colborne to Port Dalhousin Dismal Swamp  CANADIAN CANALS.	Schenango	Chenango	16,15	Chenango	Chenango	Chenango	Chenango	Chenango	Shenango	Chenango

		Low	-11		RICAN	RAIL			43.	Div.	10	44.	Div.	Previ-	Week	ES.
9 .	RAILROADS.	Leng		Cost.	Loens	Number	on	Ince	ome.	per	Inco	ome.	per	ous	Aug.	. 23.
		mile	85.		debts.	shares.	hare	Gross.		cent.	Gross.		ceni.	prices	Shares.	Pric
e.	1/Portland, Saco and Portsmouth	50	П	1,200,000				89,997	47,166	7	131,404	62,172		1011		
H.	2 Concord	35	• ]	750,000									12	65		1:::
88.	3 Boston and Maine	56						178,745	68,499	6	233,101	86,401	6	114	20	112
	4 Boston and Maine extension		1-4		unfin.			0000	144 000		216 000	147 645		100	05	iie
	5 Boston and Lowell	26				10.000	100		144,000			147,615		108	25	110
	6 Boston and Providence	41			none.	18,600		233,388	162,000			156,109 195,163		116	30	116
	7 Boston and Worcester	21		2,914,078	not stated			40,141	17500	7	17.737		13	1108	33	1110
	8 Berkshire	21		250,000	not stated				17,500	13		13,971	51	80		
	0 Eastern	54	• • •	280,200				279 563	140,595			227,920		1081		
. 1	1 Fitchburg	50		1 150 000	justopn'd			210,000	120,000		42,759			124		
	2 Nashua and Lowell		1-2	380,000	····			84.079		-8	94,588			123		J
i	3 New Bedford and Tannton	20		430,962				50,671			64,998					
4 1	4 Northampton and Springfield			172,883	unfin.			1								1
6 1	5 Norwich and Worcester	59		2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	67	2,803	68
6	16 Old Colony			87,820	unfin.		1							105		
•	17 Stoughton branch	4		63,075												1
1	8 Taunton branch	11		250,000					20,000	8	96,687	20,000	8	118		
	9 Vermont and Massachusetts		• • •							• • • •						
2	West Stockbridge	3		41,516	200		100	F## 000	204 450	• • • • •	****	400 cm	4	000		
6	Western, (117 miles in Mass.,),	156		7,006,202	4,686,202	30,000		573,882	284,432		153,753	439,079	3	971	164	98
14	Worcester branch to Milbury	74	• • •	8,431 1,244,123	506						150 000			26	10	26
m 2	3 Housatonic, (10 months,)	38		1.100.000	100,000	10,000	100				130,000		6	93	10	20
	5 Hartford and Springfield		1.9	600,000									0	-		1
5	Stonington, (year ending 1st Sept.,)	48		2,600,000		13,000	100	113,889			154,724	79,845		29	50	29
Y.	Attica and Buffalo	31		336,211				1 45.896	7.522		73 248	48.033	0	25		1.
g	8 Auburn and Rochester	78		1.796.342	200,000	14 000	100	189,693	112,000		237,667	152,007	6	109		1
9	9 Auburn and Syracuse	26		766,657			1331	86,291	27,334		96,738	52,544	6	116		
3	Buffalo and Niagara	22	Ш	200,000		1,500								100		
3	31 Erie, (446 miles,)			5,000,000										261	125	27
	2 Erie, opened	53							48,000		126,020					
3	3 Harlem	26									140,685	62,399		601	210	61
	Hudson and Berkshire	31		575,613			50				35,029			11%		1
	5 Long Island	96		1,610,221						• • • •	153,456			613	11,492	64
	6 Mohawk and Hudson	17		1,317,893		10,000	100	69,948	58,780		79,804			561	189	57
3	7 Saratoga and Schenectady	22		303,658				42,242			34,666					
3	8 Schenectady and Troy	20	1-2				****	28,043		• • • • •	32,646	6,365 120,992	U			
	9 Syracuse and Utica.	53 43		1,115,897	none.	16,000	621	163,701	72,000	• • • • •	114,177	75 005		117		
7	O'Tonnawanda	6		127,332				76,227		••••	114,177	75,865	9	89		
	2 Troy and Saratoga	25		475 801			• • • • •	44 395	21,000	••••	38.502	9.971	2			
	3 Utica and Schenectady	78		2,168,165		20,000	100	277,164				199'094		132		
J. 4	4 Camden and Amboy	61			· HOME.	20,000	100	682,832	383,880	11	784,191	404.956		112		
	5 Elizabethtown and Somerville	26														
1	6 New Jersey	34												951		
. 4	7 Paterson	16											6	884		
. 4	8 Beaver Meadow	26														
4	9 Cumberland Valley	46		1,250,000												
5	O Harrisburg and Lancaster	36		860,000										30		
5	Hazleton branch	10		120,000												
5	Little Schuylkill	29														
5	3 Blossburg and Corning	40								••••						
	4 Manch Chunk			100,000												
U	5 Minehill and Schuylkill Haven		1-2		25,000	7,019	50		• • • • • • •	12		• • • • • • •	12			
	6 Norristown	20		800,000								••••	• • • •	61		
2 2	Philadelphia and Trenton*  Pottsville and Danville	90	1.0	1 500,000			• • • •	•••••		••••			• • • • •	104	•••••	
5	9 Reading	94	1-2	9.457.570	7,447,570	40 900	50	******	******		507 612	3/3 511	• • • •	25	6 600	05
	OSchuylkill valley	10		1,000,000	1,441,370	40,200	50				35 1,013	020,011	••••	20	6,600	23
6	Williamsport and Elmira	25		400,000			• • • •	20 000					••••			
6	Philadelphia and Baltimore	93						43,043	200,000			210,000		151	7,392	14
1. 6	3 Frenchtown	16													,,000	
d. 16	A Baltimore and Ohio, (1st Oct.)	188		7,623,600				575,235	279,402		658,620	346,946		481		
6	5 Baltimore and Susquehanna	58		3,000,000										2		7
6	6 Baltimore and Washington	38		1,800,000				177,227						84		
. 6	Greensville and Roanoke	18		284,433			100							28		
	8 Petersburg	63		969,880	63,000	7,690	100			••••	122,871	72,898	3	77		
	9 Portsmouth and Roanoke	78	1-2	1,454,171						• • • •	105 0	OF 600				
	ORichmond, Fredericksb'g and Potomac* Richmond and Petersburg.	76		700,000							185,243	,	6			
	2 Winchester and Potomac*	32	1-2				• • • •			••••		• • • • • •	• • • •	•••••	• • • • • • •	
	3 Raleigh and Gaston		1.0	1 360 000			• • • •			••••		• • • • • •	••••	•••••	• • • • • • • • • • • • • • • • • • • •	• • • •
	4 Wilmington and Raleigh. *	161										•••••	• • • •	•••••	• • • • • •	• • • •
		136	- 1				••••	******		••••	530 071	140 106		• • • • • •	• • • • • • •	
7	6 Columbia	66		5,671,452		34,410	75	201,464	77 ABG		398 495	180,190	-3	*****	•••••	
. 17	7 Central		-	2 581 793		- 1	10	227 539	93 100		30,220	100,704	••••	*****		
				2,650,000				227,532 248,026	158 907		248 000	147 592		*****	*****	••••
	9 Montgomery and West Point	89			170,000		100		200,201		35,000	15,000	****			• • • •
r. 18	OLexington and Ohio	40	1	450,000	170,000		200				33,000	13,000	••••	*****	*****	
io 8	Il Little Miami	40	1	400.000							F		****		•••••	••••
8	2 Mad river	40		152,000												
	3 Madison and Indianapolis	56		212,000												
1. 6	4 Champlain and St. Lawrence								12,000		58,000					

communications by Monday morning at latest.
PRINCIPAL CONTENTS.
Johnson's improved locomotive
Railroad cars
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Items
AMERICAN RAILROAD JOURNAL.
PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y
Thursday, September 4, 1845.
THE COAL TRADE—SCHUYLKILL VALLEY.  The shipments by railroad are 22,799 tons, and
The shipments by railroad are 22,799 tons, and by canal 9,795 15, making 32,594 03 tons for the
week.
From Pottsville and Port Carbon—total233,467
From Schuylkill Haven—total247,753
From Port Clinton—total 12,251
Total by railroad
BY CANAL.
From Pottsville and Port Carbon—total 88,275 From Schuylkill Haven—total tons 23,566
From Port Clinton 30,211
Total by canal
Total by railroad and canal
FR 4-1 -1 ' A C 3 C 1 Cl 1 T -1 1 1
coal and navigation co.
Room run do., - 44,517—162,908
Beaver Meadow railroad and coal co., 02,037
From Penn Haven—Hazleton coal co., 43,340 From Rock Port—Buck Mountain coal co., 12,911
_ ·
WYOMING COAL TRADE—total96,326
PINE GROVE COAL TRADE—total
PINE GROVE COAL TRADE.—total
Mount Cappor Ray porp-total tons 165 154
MILL CREEK RAILROAD—total43,490
[Miners' Journal.
RAILROAD RECEIPTS The receipts for week en-
ding August 16th, over the Western railroad were: 1845. 1844.
Passengers
Freight, etc
Total\$19,053 \$21,438
Including the above the receipts thus far this season
as compared with last, have been:  Passengers. Freight, etc. Total
1845219,988 222,598 442,586
1844209,800 197,827 407,627
T 11 +00" A+0+00 A04 BF- 404 GF0

New York and Eric Railroad.

\$24,771 \$34,959

Excess' in 1835.\$10,188

In our number for 10th July, we announced the er suitable person could be selected to fill the station. tract from a private letter, written by a friend at our share more," will do the work.

be-and we have good reason to believe that he ishe will command the confidence of the capitalists, million of dollars already subscribed by a few individuals, who will doubt that the remaining two millions will be subscribed by the thirty thousand capitalists, merchants, and business men of this city within the next sixty days, if the subject is properly brought before them by the directors and the press? We do not-and therefore look forward, with entire coufidence to an early commencement of work again tion conveyed in his letter. upon the line, and to its energetic prosecution until opened to lake Erie.

We shall refer again soon and often, to the subject and annexed we give the proceedings of the board at its last meeting, and a list of the directors and officers.

Office of the New York and Erie R. R. Co. August 30, 1845.

At a meeting of the directors of the New-York and Erie railroad company held this day, the Hon.

Jas. Harper, after expressing his regret that his extensive private business put it out of his power to discharge the duties of acting president, tendered his resignation.

nis resignation.

Benjamin Loder, Esq., was thereupon duly elected president of the company.

Shepherd Knapp, Esq., and Samuel Marsh, Esq., were chosen to fill vacancies in the board.

The board now consists of the following mem-

Benjamin Loder, Jacob Little James Harper, Henry Sheldon, Silas Brown Henry Suydam, Jun. Daniel S. Miller, Henry L. Pierson, Robert L. Crooke, A. S. Diven, John Wood William E. Dodge, Stewart C. Marsh Shepherd Knapp,

By order of the board, T. S. Brown, acting secretary.

Correction of Errors.—In our efforts to correct appointment of James Harper to the presidency of those errors into which we have inadvertantly fal-New-York and Erie railroad company, and con-len, it sometimes occurs that we are led into others gratulated the community upon the event, believing less pardonable. This appears to be the case in at- and Montreal railroad. It will be about 50 miles as we did, that he might be eminently instrumental tempting to correct the figures, in our table of Amer- in length and is estimated to cost \$961,520 when in accomplishing that important work; we soon ican railroads, opposite the Petersburg and Roan-equipped ready for use. Maine is in a fair way to learned however, much to our regret, that his accepoke, or "Petersburg," railroad. We took the libbecome thoroughly aroused to the importance of
tance was merely temporary, or only until some otherty to publish in the Journal of 26th June, an exrailroads, and the motto of her young men, "one

Correspondents will oblige us by sending in their The appointment of Mr. Harper was looked upon, repeated solicitation through the Journal, to enable we have reason to believe, as an excellent one; and us to correct any errors in the tables of railroads and many of the friends of the road, who had become canals which might be discovered. By referring to disheartened, were again cheered with the hope of that number of the Journal it will be seen that othan early commencement, and vigorous prosecution, er important errors were pointed out in the extract of the work, only to be again disappointed when referred to beside those in the "Petersburg and Rothey learned that he declined the post. We were of anoke railroad," from which it will, we are sure, the number who thought he ought not to decline, but be inferred that the writer had no design to do injusrather to step boldly forward, assume the helm, and tice to his neighbors by the statement given. He set an example to the merchants, and capitalists of knew that we desired to give the facts—the simple this city, by subscribing at least one hundred thou-truth in these tables; and he is also aware, and we sand dollars to the stock of the company. He how- wish others to know, that we are always ready to ever thought, and acted differently; and therefore publish any proper statement from the parties interthe directors have made choice of Mr. Benjamin ested in explanation of those facts. It is however LODER-late a merchant of this city, but now retir- exceedingly unpleasant to be either inadvertently or ed from business with an ample fortune—to be the otherwise, made the instrument of casting unjust president of the company. We have but a slight imputations upon any one, but more especially upon acquaintance with Mr. Loder, but understand that those who have endeavored to aid us in giving corhe is a thorough, systematic business man, who has rect information; and we feel that injustice has been been eminently successful in his own business; done, unintentionally we presume, to us as well as that he has entire confidence in the early completion to our correspondent, in the letter of H. D. Bird, of the work, and the value of its stock as an Esq., president of the Petersburg railroad compainvestment, as is evinced by his subscription, ny-published in the hurry of business without comwhich is larger than that of any other person; and paring it with the original, in the Journal of the that he will devote his best energies to the vigorous 31st July—and republished Aug. 21st, to correct sevand economical prosecution of the enterprize. If eral typographical errors—in not giving entire that Mr. Loder is the man we have represented him to part of the letter of our correspondent from which his quotations were made-and especially the last line of it. Mr. Bird must be aware that in giving and business men of New-York; and, with the the statements of a writer, justice requires that his whole statement, in the connection, be given without. mutillation, unless the quotation is so made as to show that something is omitted; and on reflection. we are convinced that he will perceive that the omission of the last line of the extract given by us from our correspondent's letter, which was an essential one, furnishes the only foundation for the insinua-

It has been our misfortune in a few instances, to publish statements, from those in whom we had entire confidence-and therefore without the proper scrutiny-bearing upon others to which, could we have seen all the bearings, we should have applied the knife-or rejected them altogether-yet it has been, as it will ever be our aim to avoid personalities, and we have a right to expect that our correspondents will omit all private, or personal matters in their communications to the Railroad Journala work designed to aid the cause, not to injure its friends.

#### Railroad Convention at Poughkeepsie.

There is to be a railroad convention at Poughkeepsie, on the 16th of the present month, in relation to a railroad from New-York to Albany. It is to be hoped that the friends of this important work will show their interest in it by their attendance, and that measures will be taken which will ensure its early construction, upon that route which will accommodate the greatest number of people and amount of business. We shall probably refer to it again in our nuxt number."

#### Kennebec and Androscoggin Railroad.

We find in the last Portland Advertiser, a statement that Mr. Hall has made an exploration of a route for another railroad in Maine. It is designed to open a communication from Waterville, or some other town on the Kennebec river with the Portland

#### The Railroads of Belgium.

With a notice of the other modes of Internal Communication-translated and abridged from "La Belgique et les Belges," by Major G. T. Poussin, formerly of the U.S.E.

BY G. C. SCHAEFFER, C. E. For the American Railroad Journal.

Engines, Cars, etc.—On the first of January, 1845, the number was as follows, including those in repair or in construction.

Locomotives ...... 146 Wagons for merchandize, cattle, carriages, etc.. 1908

Average number of locomotives per myriametre, (5 1-5 miles) of road.

In England..... 4 France ..... 4 Germany ..... 2 United States, less than ..... 2

The greater part of these has been furnished by the Belgian shops-so famous for machinery of all kinds. The model selected was that of Stephenson with the latest improvements. These locomotives cost 38 to 40,000 francs each.

The government has also decided upon the construction of twelve new locomotives after the model of those furnished by the celebrated manufacturer, Wm. Norris, of Philadelphia. These are intended Receipts—1st class. 1,591,134 or 4 39 per passenge for the section of the Vesdre-the most unfavorable portion of the line both for grades and curves.

The cars are very well built, about 10 feet wide, with wrought iron wheels, and furnished with spring bumpers, and brakes; most of the passenger cars are covered.

MOVEMENT OF 1844; EXPENSE OF WORKING.-The movement of 1844 was over 347 miles; 143 locomotives, which together ran 2,485,305 kilometres, divided as follows.

1,632,155 kilometres by the passage trains, 853,150 " burden trains, the passenger trains constituting 651 per cent. of the entire movement.

Of the 143 locomotives it was necessary to fire up each day 48, or one third the entire stock. Similar proportion holds in France and in England; the proportion of engines fired in the United States is or 19 eents per mile. much smaller. The average travel of each engine fired has been 95 kilometres.

The expenses of 1844, amounting to 5,765,430 fr. gives 14,313 fr. 64 c. per kilometre of road, or 2 fr. 32 c. per kilometre of the travel.

Detail of expense of working.

Et.	Per kil.	of	Per	kıl.		
	road.		trav	elled		
	Ir.	C.	fr.	C.		
Road and stations	2,504	42.		57)	fr.	C.
Transportation	2.075	35.		47	. 1	18
General administration.	650	27.		14	-	
Locomotive expenses	5,083	60.	1	14		
			_			

Total ..... 10,313 64....2 32 Thus the expense of locomotion was exactly equal to the other expenses and half of the whole cost of working.

Cost of Locomotion per kilometre (.6214 of a mile).

Belgium, 1 14 or 49 28-100 pr. ct. entire cost of working. France...1 10 or 55 England . 0 86 or 33 66 U. States. 96

Fuel.-The fuel consumed per kilometre travelled, was about 26 lbs., costing 27 centimes, or one fourth the cost of locomotion and one-eighth the entire Portland will be worth double what it now deep interest in a direct line to Canada, as cost of working.

cost per quintal.

	Pounds.	fr. c.
In Belgium	26.9	2 36
England	21.6	2 60
France	23.9	3 93

Proportion between cost of fuel and cost of workng or of locomotives

me or or recommented	•		
Of co	otion.		king.
In Belgium28	per cent	12.23	per cent.
England30	66	13	66
France	0 "	21 50	"
Germany46	66	23	44-
United States 35	66	15	66
MEAN VELOCITY OF	F TRAINS.		
In Belgium	15-5	miles per	hour
England	20.5	"	
France	17.4	66	
Germany	15.5	66	

PASSENGERS. NUMBER. RECEIPTS .- The whole number of passengers 3,381,529 divided as follows First class .... "diligences" .... 362,234 Second " .... "chars a bancs".. 928,606 Third " ..... " wagons" .... 2,070,022 Military transports and extras... 20,667 Total ......3,381,529

United States ..... 15.8

21 " 2,218,545 2 39 3d " 2,321,313 1 12

The average number of cars in each train is over 11 carrying 120 passengers and 75 tons goods. The passengers and baggage paid 531 per cent. of the whole receipts.

Average number of passengers per kilometre. In Belgium . . . . . . . . . . . . . . . . . . 6-179 Germany......2.055 France.....4.200 United States....

Fare-1st class passengers. . 7-8 per kilometre 2d " 66 ..5.8 66 66 ..3.8 3d 

Average fare per mile in different countries. In Belgium ..... 1.9 cents per mile England ..... 38 " France......24 " Germany ..... 1.5 " 66 United States...1.4 " (To be continued.)

ATLANTIC AND ST. LAWRENCE RAILROAD. A meeting was recently held at Portland for the purpose of arousing still more, the people of Portland, in relation to this road, and they the road and rather than not to have it each owner of real estate had better give one-third of it, and never receive a penny in return, as dividend or otherwise, than not to have it. The balance with the road will be worth lis, and second, because no other part of his this will be if carried through.

Quantity of fuel per engine per kilometre and property will give him as good returns as that which he puts into the stock of this road, when the road shall have been two years in use through.

> MONROE RAILROAD AND BANKING Co .-We perceive by the last Macon Messenger, that Andrew R. Moore and others, are about to contest the legality of the sale of this railroad and caution the purchasers not to take

> BOSTON, CONCORD AND MONTREAL RAIL-ROAD .- We have the report of the engineer, Wm. P. Crocker, Esq., of the survey from Concord to Haverhill N. H., passing through several important manufacturing villages and the romantic region of the Winnipissiogee lake in its way. This road is designed to open an easy communication between Boston, Lowell, Nashua, Concord and Haverhill, together with the upper valley of the Connecticut river, and also to reach Montreal if possible .--We had entertained the opinion that the upper valley of this river would be reached by a railroad from Concord to Lebanon, and thence up the valley of the river, but it appears that the good people of Hanover, Lyme and other towns on the river are something like the citizens of New-York, waiting on providence to make railroads for them, while the people of the inland manufacturing villages are more like the Bostonians " up and at 'em"-and thus make their own railroads, and we like them for it, therefore they will, if they "go ahead" receive the hearty cooperation of this Journal.

> From the report and the statistics which accompany it, we are led to entertain favorable views in relation to the route. The distance from Concord to Haverhill is 81 miles; and the estimated cost, including machinery and every thing ready for business \$2,090,-546 66.

According to the statistics of travel and transportation which must fall upon this road, it will be a good investment. The iuvestigation gives 68,000 tons freight, at an average of \$3,00, and 46,000 passengers at £2,00, making the gross receipts \$296,000, and the must be aroused, they cannot now do without expenses of working are put at \$84,000 leaving \$212,000 to be divided. The report gives very minute details and at considerable length, but we merely give the recapitulation and table of gradients.

The people on the line of the road appear more than the whole without; he must there- to be in earnest, and they will doubtless refore subscribe freely, he cannot afford to do ceive important aid from those interested in otherwise for two reasons; first, because on the line from Concord to Boston and also the completion of the road the real estate of from the citizens of Boston who have a

3				APITU					•
Cost	of	the	first div	rision	27	mile		486,00	7 09
66		66	Second	66	23	do.		613.28	9 9
. 44	66	33,	Third	66	30	do.		891,24	9 88
		- 1	Total				\$1	,990,54	6 6
94			ROAL	FUE	RNIT	URE.			
								-	
			ive engi						
		na	ssenger	cars				7.20	
	arge	na	ssenger	cars				7.20	00
4 L:	nall	pa	ssenger	cars	• • • •	••••	• • • • •	7,20 3,20	00 00
4 L: 4 S: 4 B:	nall ngga	pa ige	ssenger cars	cars	• • • •	••••	• • • • •	7,20 3,20 2,00	0 00
4 L: 4 Si 4 B: 60 F	nall ngga	pa l l ge ght	ssenger cars	cars	• • • •	• • • •	• • • • •	7,20 3,20 2,00	0 00

In the foregoing estimate for the superstructure the undersigned has adopted the present most approved rail, weighing 56 lbs. to the yard, with chairs of cast iron, spikes, longitudinal sills, sleepers, etc., such as are used upon the best constructed railroads.-The price of the rails he has computed at what is supposed to be their present cost, \$75 tion, and economy, it is unrivalled by any per ton. A difference of ten dollars per ton proportion for a greater or less variation.

excavation is computed for a road bed twenty The estimated cost from actual survey in the west—a proportion of the southern popfeet wide cuts, and fifteen feet wide on einbankments, with the usual slope of one and a half to one—and with a slope of an inch and H rail, in the most perfect manner, the cost be the great point of attraction. a half to the foot, in rock cutting. The prices, as will be seen, are such as will readily secure the services of the best and most effi-

cient contractors.

In conclusion the undersigned would remark that all his estimates having been made a very careful and minute survey; and in making them he has not been governed by a desire to present the cheapest possible rate at which a railroad can be constructed over this route; and he has endeavored to avoid the too frequent error of under-estimating the cost of projected works of this kind. He has been governed throughout by the supposition that the road, in all its parts, is to be of the best materials, made in the best manner, upon the most approved plan for a permanent, economical & thoroughly built railroad. And feels great confidence in saying that the construction of such a road with all its furniture and fixtures will not exceed the estimates here exhibited. Respectfully submitted, WILLIAM P. CROCKER.

Angust 1845. Civil Engineer.

				0
-	TABLE OF	GRADIENTS.		
No. ot	Inclinction	Inclination	A	ggregate
	per 100 feet.			
	Level			
1	0,25feet,	13,2 feet (	) "	3300 "
2	0,30 "	15.84 " 1		1620 "
2	0,40 "	.21,12 "	1 "	1520 "
16	0,50 "	26,40 "	3 "	1820 "
		34,32 "		3270 "
		.39,60 "19	* **	4580 "
		.44,88 "19	) "	4160 "
		.50,16 " 2	2 "	890 "
1	1,00 "	.52,80 " 3	3 "	4160 "
	·			
101 :	101 vertical	curves10	) "	4100 "
		_		47

ALTON AND SPRINGFIELD (ILL.) RAILROAD. We are pleased to see the people of Illinois Ve are pleased to see the people of Illinois route intersects the Welland canal, grand The importance of this connection between or rather the editor of the Alton Telegraph river navigation, port Dover and London the works of these two great states is not

81 miles.

-moving in relation to railroads. or rather to Alton passing through Springmoving on the subject.

NIAGARA AND DETROIT RAILROAD.-We for the like distance. find in the Detroit Free Press, the following prospectus of this road. It comprises much in small compass; places the enterprise fairly before the public-and will, we think, \$2,090,546 66 command attention.

The Niagara and Detroit rivers railroad is designed to connect Buffalo with Detroit, and extend the great western railroad in one continuous line from Boston to the head of lake Michigan, and ultimately to St. Louis.

road for a similar distance. It will be near-In the estimate for grading, the amount of and averages less than two feet in the mile. may extend to two and one half millions.

> Income.—One thousand people are supposed to pass through Buffalo daily, during the travelling season-from whence there is but to increase to two and one half millions of one means of communication to the west, dollars—half a million of which is to be ofnamely by lake Erie. The communication eastward is by the falls of Niagara, Canada, lake Ontario, the Erie canal, and the Buffalo and Attica railroad. Notwithstanding these numerous channels, the latter is selected as the basis on which a safe, durable, and profitable investment is anticipated.

It appears from the statistical returns furnished by the Secretary of State for New York, in March 1845, that during the year 1844, from December to April, five months, 63 persons, including way-passengers, passed each way, daily, over the Buffalo and Attica road.-although lake Erie was not, during this period, navigable-130 days X 136 passengers=17,680 at \$5=88,400. In May, October and November, the travelling increased to 126 each way. During this period the navigation of the lake is considered hazardous—78 days X252=19,968, at \$5= \$90,840. From June to September, four months travelling increased to 182 each way, 104 days X 364=37,856. An active competition from lake steamers, may at this season be looked for, during which the fare should be reduced to \$3-\$113,563-making in all for the three periods, \$301,804which would yield an interest of ten per cent. on the capital, and leave a rest of \$51,308 per year.

Way fare through Canada.—This part of the line is left to balance the repairs of the road and the expenses of management. Although no remuneration is estimated, the tion.

There plank roads, and various other communicamust be a railroad from Chicago to St. Louis, tions leading from numerous villages, and a dense agriculiural population in the interior, field; and it is quite time the people were to what will pass from point to point, is likethe travel and freight from which, in addition ly to yield the same returns as other lines

Future Prospects .- Having no population or travel, to create, to insure an immediate revenue-any additional calculation may be considered superfluous—but when wesee the travelling over Buffalo road increase from 136 passengers per day—when the western country is excluded-to 256, when the navigation of lake Erie is considered hazardous, and to 364 when fairly opened, notwithstanding the competition east of Buffalo-it cannot be considered unreasonable to double those numbers, when a perfect and better communication is opened to the eastern terminus of the western road, which may be passeed in 8 or 10 hours. Neither can it be in the price of iron, would change the cost ly in a straight line, having only two gentle tension of the same line to the confluence of of construction \$880 per mile, and in that curves in a distance of 222 miles. The grade the Mississippi river at St. Louis, and a considered visionary to look for an early exis in no place over 15 feet for short distances, rapid increase of travel each succeeding year, so long as emigration continues to flow to 1838, is one and a half million of dollars; ulation to make their annual tour to the but if the road be constructed of the heavy

> Proposed plan of Proceeding .- The capital authorized by the existing act of incorporation is two millions, which it is proposed fered in the United States, half a million in Canada, and the residue in London. It is desirable no time should be lost in obtaining subscriptions for the capital, that the work may be early commenced, with a view of completing the same the ensuing year. In behalf of the shareholders.

> > W. HAMILTON MERRITT.

#### Williamsport and Elmira Railroad, and the Tioga Navigation and Railroad Company.

It will be recollected by our readers that we sometime since published the report made by Mr. Trautwine of his survey of a route for a railroad from Ralston to Blossburg, Pa., by which the two roads named above would be connected, thus opening an easy communication between the interior of Pennsylvania, her coal and iron region, with the state of New-York, her canals and railroads.

Mr. Trautwine was limited by other engagements in time, and therefore examined only one route, on which he found grades of one hundred feet per mile-but by a more thorough examination it is found that the connection between the two roads can be made with grades not exceeding 70 feet to the mile—as will be seen by the following statement furnished by a gentleman who was one of the party who made the recent examina-

The importance of this connection between

the map it will be seen that a road from Bal-connection. timore, via. York, Columbia, Harrisburg, his examination, was not sufficient to enable northern Pennsylvania, abounding in bitu-banville, Williamsport, Ralston and Bloss-him to survey other routes for the same purminous coal and iron. Both believed to be crow flies or by an air line does not exceed 285 miles, while by the way of Philadelphia, New York and Albany it is over 550 miles, and one of the peculiar features of the inland route is that it connects five great thoroughfares from the Atlantic south and west, viz. from Baltimore south & west: from Philadelphia to Pittsburg and west; from New-York westward by the New-York and Erie railroad and from New-York and all New-England westward by the northern, and longest in the world, line of railroad from Portland to Buffalo. The country through which this line will be constructed cannot be surpassed in this country for its fertility as an agricultural region, for its rich deposits of iron and coal, for its unrivaled water power, and its facilities for intercommunication are unequaled anywhere; and to complete this line of railroad there must be constructed 69 miles from Canandaigua to Corning; 30 vey and examination. A pathway had been miles from Blossburg to Ralston, the road re- previously cut through the woods to facilitate ferred to in the following article, and the the execution of the work. remaining link from Wrightsville to Harrisburgh, and perhaps a short link between Harrisburg and Williamsburg to straighten the line, the distance we do not know but less Williamsport and Elmira railroad, eastward probably than one hundred miles! will deny the importance of the early con-stream which rising near the summit of the struction, and the value of the stock as an investment of this road?

It has been much desired, since the railroad from Blossburg, in Tioga county, Pa., creek, about five miles above Ralston. to Corning in the county of Steuben, New-York, has been finished and in operation, and the level was carried up the first ascent, or the Williamsport and Elmira railroad, has creek hill next the Lycoming creek; and been made from Williamsport to Ralston, in thence crossing the Elkvalley to the summit Lycoming county, Pennsylvania, that a con- of the Elkridge, at an average elevation of nection by railway could be effected between 70 feet to the mile, the entire distance being Robert Faries, Esq., may before long be published for the full information of all interes-

completion of this link, and the construction of the road from Corning to Canandaigua, on the line of the Great Western railroad the route thus explored and levelled by him from Portland to Buffalo. By referring to as practicable for a railway for the proposed of each other. From the head of South creek

burg in Pa., and Corning to Canandaigua in pose, nor had he the advantage of a previous of excellent quality and deposited in inex-N. Y., varies but a little from a direct line.— knowledne of the country. The route examhaustible, quantities, and by the way of a soft ined and reported by him, was at an average wide valley. elevation, from the Elkridge summit, each way, of 100 feet to the mile.

Trautwine's.

panies, in support of these views. Both of a railroad. the consequent opinions.

the Williamsport and Elmira railroad, and and utility on account of its varied produc-Ashbel G. Ralston, Esq., the president of the tions, water powers, timber, coal and iron. Tioga Navigation and railroad company, in part in the above representations, met on the ground, for the purpose of the proposed sur-

The levels were made by Mr. Faries, aided by some very respectable settlers of the neighborhood, as his assistants. The levels were began at a beach on the line of the Who and near the mouth of Sugar Work Run, a House valley, and is here called the Elkvalley) and is discharged into the Lycoming

Thence from the point of commencement, In prosecution of this laudable desire, a some time since by Mr. Matthews, an engisurvey and exploration of the intervening neer employed by the Blossburg and Corning hands the continuation of the notice now country, was made in the summer of 1844, railroad company. The levels of Mr. Mat-by John C. Trautwine, Esq., an engineer of thews; were brought up the valley of the very competent knowledge and experience. Tioga river from Blossburg to the mouth of He carried his survey and levels, up one a stream, called South creek, and thence up

who fully understand the advantages and conveniences which would result from the completion of this link, and the construction by the valley of the Tioga, a railroad would The time in which Mr. Trautwine, made pass over one of the best mineral parts of

> From Elkridge summit, descending to the Lycoming creek, we pass over the Elkvalley, Since his examination, it had been asser- by any curvatures which may be desired to ted by some persons who were familiarly ac-lengthen the line of the road and to depress quainted with the country, that a more eligi-the level to any lower maximum than that alble route could be obtained for the proposed ready mentioned; for the entire descent connection, further eastward than that of Mr. across the Elkvalley and of the Creek hill, is over a country comparatively free from A correspondence sometime since, had rocks, or stones injurious to such a work. been held with the president and other mem- The entire route, abounds in the finest timbers of the boards of direction, of both com-ber and other materials for the construction

> companies determined, that a further explora-tion and survey should be made, in order to mouth of the Sugar Work Run, whether five test the accuracy of these supposed facts, and or six miles, would pass along the valley of the Lycoming creek now already demonstra-In the early part of this month, Robert ted by the use of the railroad from Ralston Faries, Esq., the president and engineer of to Williamsport, to be of great advantage

> In conclusion it is intended by this hasty company with a gentleman who had taken and imperfect notice, to communicate to all who may be interested in the completion of this railroad connection, the important fact, that such a connection can be made by a railroad at a grade not greater than 70 feet to the mile over a country presenting in the first place every facility for the execution of the work, and when completed, offering all the rich products of labor from mines of coal and iron, from splendid forests of timber and from agricultural wealth, that could be desired, as guaranties of its future prosperity.

> The writer leaves untouched, the subject of that commerce in iron, salt, plaster or gypvalley (which is the eastern end of the Block House valley, and is here called the Elkvalitself upon the entire line of about 90 miles, of a continuous railroad from Corning to Williamsport, nor will he touch upon the kindred subjects of the perfect line of travel that would be established between our Atlantic cities and the cities and lakes of the north.

But, hoping on conclusion that the survey of Mr. Matthews, and that recently made by those roads, from the present terminus of about five fines. There is the one, and the beginning of the other; that is, from Ralston to Blossburg.

Elkridge, near the dwelling house of Michael Winn, it is connected to a survey made that are not? the writer pauses with this present is the survey made that are not? tempting inquiry, and will leave to abler made by him.

July 19, 1845.

Another Railroad Route.-A writer in of the streams that flows into the Tioga, near Blossburg, on the south side of the river.— just spoken of was ended, on the summit of This stream is called Taylor's creek. It ri- the Elkridge. the present railroad at Saratoga Springs, and from thence reach the High Falls on Black river, in the town of Grey, Lewis county opposite the town of Turin; and then follow the valley of Black river to Sackett's Harbor, branching off to Kingston in Canada, by way of cape Vincent.

A thousand new routes for railroads might be suggested, which, if built, would promote the interest of individuals, and certain places, and accommodate a large number of people-yet the shareholders would not derive adequate return nor would the general benefits resulting to community in the increased value of property be sufficient to warrant the to belong. There are two classes of railroads which ought to be built,—the first is where great public interest will be promoted; where an easy, rapid and cheap communication will be opened between two important pointsand thereby benefit communities, these should be built even at the public expense if individual enterprize is not equal to the task. These should be built even if the immediate returns will not meet the interest of the outlay. other class is where many interests will be promoted, and the returns are sure to be ample, or remunerative to those who invest.-Wherever this is sure, there railroads aught to be allowed under general laws, without for having removed from my premises. a special charter.

BENTLY'S IMPROVED TUBULAR BOILER. We desire to call attention to the advertisement of Messrs. Force, Green and Co., manufacturers of this valuable article for private families, hotels and manufactories, etc., etc.-For all purposes where hot water is required in considerable quantities-for cooking, washing, bathing, or heating dwellings and factories, prisons etc., etc.; or for driving machinery requiring one to ten horse power, they will be found it is believed the cheapest, both in the first cost, and in the quantity of fuel required, and the most convenient of any boiler now in use. They are complete in themselves, and ready for use on making the necessary connections, without any brick work, and can be moved from place to place with as little trouble as a stove of equal weight, by disconnecting the water pipes. They have been in use it seems in Baltimore and Philadelphia, for two or three years as will be seen by the accompanying statements; and are also used extensively in and about in fuel of about two-thirds: which saving Boston. It is only recently, however, that would, in one year, nearly pay the entire exthe manufacture has been commenced in this pense of the new establishment. Your comcity-where as we understand they may now be had of various sizes, from 20 to 300 for the use of the house of Refuge the aforesquare feet of fire surface.

estimation in which they are held by those stitution. ing purposes.

of March, 1843.

Messrs. Bently, Randall and Co., Gentlemen,—Eor several years past, I have had in the wash-house of this establishment two large pots, set up in the usual way in brick, with furnaces below, for burning wood. The washing of the house is very large, and oc cupies the whole time of four or five women, rolling mill in this country. "The Montour and requiring a great deal of hot water, I found the two kettles quite incompetent to supply my wants, although they consumed expenditure, and of this class, we imagine an incredible amount of wood. After much the one indicated by the writer in the Argus persuasion, I consented that one of your Generators might be put up on trial in my washing department, but as we are so often humbugged by those new inventions, I determined not to interrupt my former plans, or remove any of my old fixtures, as I was quite incredulous of the advantageous result of the experiment. Your Generator has now been in operation in my washing-rooms for several weeks past, all the old kettles and furna ces have been removed, and the new arrangement is much more satisfactory and complete than I could have expected. Instead of the enormous quantity of wood formerly used in the old furnaces, I boil five times as much water now in half the time, and keep it boiling day and night, with about half a bushel of refuse coal, which I have heretofore paid for having removed from my premises. The cost of fuel now is nothing. The work is done in an expeditious, safe and superior manner, and if I could not immediately procure another of your Generators, I would do myself great injustice by parting with it for five times its cost.

t. I am respectfully, W. Gadsby.

Copy of a report of a Committee to the House of Refuge, Philadelphia.

The undersigned committee, appointed on the subject of Bently, Randall and Co.'s Steam Generator, report, they have had one of said Generators, with the necessary Boilers put into operation at the house of Refuge, which has been in use for several weeks, and from the experiments already made, the information received from the officers of the house that have had it in charge, the committee are decidedly of the opinion it obtains many advantages over the former plan for cooking and washing by steam, both as respects economy in time as well as in money. Under the former arrangement, there was consumed about nine barrels of anthracite mittee, for the reasons given, think there can be no doubt as to the propriety of purchasing for the use of the house of Refuge the aforesaid steam Generator, with the necessary fixpromptly attended to at this office.

142 Front street, New York.

Torders for the above will be received and promptly attended to at this office.

The following statements will show the tures for the cooking and washing at said in-They therefore recommend that who have used them for hot water and cook- an order be drawn for \$161 30, in favor of Morris D. C. Marsh, Agent for Bentley, Randall and Co., being in full for the accompa-National Hotel, City of Washington, 20th nying bill, all of wuich is respectfully submitted.

> THOMAS EARP. THOMAS TELL, Committee. M. L. D. Anson, PHILIP GARRETT, May 11, 1843.

Mill," at Danville, in this state, has gone into operation this week. The machinery, from the works of Haywood and Snyder, of Pottsville, is said to be a proud triumph of American art.

This mill is intended for the manufacture of railroad iron. It deserves the hearty good wishes of every American for its efforts to free us from another heavy link in the chain of our dependence upon British labor. - [Reading Gazette.]

St. Helen's Canal and Railway.-Mr. Pringle reported from the committee on Group (VV), that the object of the bill was merely to authorize the amalgamation of the Sankey Brook navigntion with the St. Helen's and Runcorn Gap Railway, that they had examined the allegations of the bill, and found the same to be true, and had gone through the bill and made several amendments thereunto.- Herapath.

We call the attention of our readers who are interested in railroad contracting, to the following notice of the Cheshire, N. H., railroad company; and at the same time, would say to the president of the company, send your notices earlier next time, that contractors at a distance may have a chance. TORS PROPOSITION

TORS. PROPOSALS will be received at Keene, N. H., until the 10th September, for the Grading, Masonry and Bridging, upon the First Division of the Cheshire railroad, extending from the State Line of Massachusetts, in Winchendon, to Keene, N. H.
Bide will be received for the career seth divisions.

Bids will be received for the same in sub-divisions, separately, until said time, the Board of Directors reserving until 13th of said September to make known their decision.

For Plans and Specifications reference may be had after the 25th instant to T. M. Edwards, Keene, W. S. Whitwell, Walpole, and L. Tilton, Fitzwil-

liam, N. H.
It is expected that the work shall be commenced as soon as may be after the contracts are closed. THOMAS M. EDWARDS,

President, Cheshire Railroad Company, W. S. WHITWELL, LUCIUS TILTON, Engineers.

36 It coal per week for cooking and washing, and under the present one but three barrels are required in the same time, making a saving in firel of about two third and in the same time, making a saving large for Accordance Locks Daily Roman." Its AWRENCE'S ROSENDALE HYDRAULIC value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets income solidity for years.

For sale in lots to suit purchasers, in tight paper ad harrels, by JOHN W. LAWRENCE,

JOHN W. LAWRENCE,

JOHN W. LAWRENCE,

KEARNY FIRE BRICK. F. W. BRINLEY,
Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any
shape or size made to order. Terms, 4 mos. from
delivery of brick on board. Refer to

James P. Allaire,

James F. Frank,
Peter Cooper,
Murdock, Leavirt & Co.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar 1ron Works, Richmond, Va. J. Patton, Jr.

Philadelphia, Pa.

J. Patton, Jr. Colwell & Co. J. M. L. & W. H. Scovill, Waterbury, Con. N. E. Screw Co. Eagle Screw Co. Provicence, R. I. New Jersey Malleable Iron Co., Newark, N. J. Gardiner, Harrison & Co. Newark, N. J. 25,000 to 30,000 made weekly. 35 1m

TO IRON MANUFACTURERS. THE SUB-scribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.

No. 4 Sout Fronth st., Philadelphia, Pa.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the

quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all ampertaining business executed. pared, and all appertaining business executed. REFERENCES

Boston, Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, " "
Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad. ja45 ja45

LEXINGTON and OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to

15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort. other hours as above. 1y35

PASSENGER LINES FROM BOS-

Boston and Maine railroad—Upper route.
Boston to Portland, via Charlestown, Wilmington,
Andover, North Andover, Haverhill, Exeter, Dover,
Somersworth, Berwick, Kennebunk, Saco, and
Scarborough. Passenger trains will run daily, Sun-

Norwich and Worcester railroad. - Accom-

paid in the cars. Superintendent.

Boston and Lowell Railroad, Summer Ar rangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2, p.m.; leave Lowell at 7‡ and 11 a.m., 2 1-2 and 5‡ p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger 32 trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 11 p.m. and 41 p.m.

Lowell railroads, as follows: Leave Boston at 7 and 3 p.m.; leave Taunton for Boston and Providence at 7 o'clock a.m. and 3 p.m.; leave Concord at 4 and 3 p.m.; leave Taunton for Boston and Providence at 7 o'clock a.m. and 3 p.m.; leave Taunton for Boston and Providence at 7 o'clock a.m. and 3 p.m.; leave Taunton for Boston in 3 p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afrives in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, Connecting there with the steamboat line to Montpelier and Burlintgon, tonnecting there with the steamboat line to Montpelier and Burlintgon, tonnecting there with the steamboat line to Montpelier Branch Railroad. — Trains treal. Stages also run from Hayerhill to Stanstead treal. Stages also run from Haverhill to Stanstead and Montreal. 32

Woburn Branch Railroad .- Special trains will run as follows: Leave Boston at 8 and 11‡
a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre
at 7 and 9 a.m., and 11-2 and 5‡ p.m. These trains
will stop for way passengers anywhere between
Woburn Centre and Boston.

WALDO HIGGINSON,
32

Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave Concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 7 1-2 and 10 1-2 a.m., 4 p.m. leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m.; leave Charlestown for Fitchburg Railroad.—Leave Charlestown

Portland, via Salem Newburyport, Portsmouth and Saco. Trains leave daily, except Sundays. Boston for Portland 7½ a.m. and 2½ p.m.; Newburyport and Portsmouth 7½ a.m., 21-2, 51-2 p.m.; Salem 7½, 9, a.m., 12½, 21-2, 31-2, 51-2 p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, 10½ a.m., 21-2, 6½ and 8½ p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 32 daily, except Sunday, from Boston at 7½ a.m. Newton trains, 4½, 6½, 8½ p.m.

Restan and Maine railroad—Upper route.

Boston and Worcester Railroad.—Summade by Messrs. Baldwin & Whitney, locomotive made by Messrs. Baldwin & Whitney, locomotive made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed. When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving tions at 7 and 10 a.m., 4½ p.m. Newton trains, 4½, 6½, 8½ p.m.

Restan and Maine railroad—Upper route.

Portland, via Salem Newburyport, Portsmouth and way stations at 71-2 a.m., 134 and 5 p.m.; for New York, by Norwich and Section and way stations at 7 and 10 a.m., 4½-2 p.m. Newton trains, 4½, 6½, 8½ p.m.

Restan and Maine railroad—Upper route.

Portland, via Salem Newburyport, Portsmouth and way stations at 71-2 a.m., 134 and 5 p.m.; for New York, by Norwich and way stations at 7 and 10 a.m., 4½-2 p.m. Newton trains, 5½ and 7 p.m.; for Boston at 91-2 a.m., 32 to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out instance the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out instance the promptly executed.

Port SALE, AT A SACRIFICE—A LOCO-

32

Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., and 4 p.m.; pedham trains leave Boston at 8½ p.m.; providence at 8 a.m. and 4 p.m.; pedham trains leave Boston at 12 p. m.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p. p. M.; Leave Dedham at 7 and 10 a.m., 2½ and 6½ p.

Norwich and Worcester railroad.—Accommodation trains, daily, except Sunday. Leave Norwich at 6 a.m. and 4½ p.m., leave Worcester at 10 a.m. and 4½ p.m. The morning train from Norwich, and the morning and evening train from Worcester, connect with the Boston, Western and Hartford and Springfield railroads. New York train, via. steamboat, leaves Norwich for Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 2 o'clock; leave Worcester for Norwich and New York at 5½ p.m. daily, except Sundays. New York train, via. Long Island railroad, leaves Norwich about 3½ p.m. for Worcester for Norwich and New York at 5½ p.m. daily, except Sundays. New York train, via. Long Island railroad, leaves Norwich about 3½ p.m. for Worcester for Norwich and New York at 7½ a.m. daily, except Sunday, and arrives at Norwich at 9½.

Western Railroad. — Summer arrangement—Passenger trains leave daily, Sundays excepted, as follows: Boston 712 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Boston. For Albany and Buffalo—Leave Boston at 71-2 a.m., train, via. steamboat, leaves Worcester for Norwich and New York at 5½ p.m. daily, except Sunday, and arrives at Norwich at 9½. Western Railroad. - Summer arrangeexcept Sundays. New York train, via. Long Island railroad, leaves Norwich about 3\\\
2 p.m. for Worcester and Boston daily, except Sunday; leaves Worcester for Norwich and New York at 7\\\
2 a.m. daily, except Sunday, and arrives at Norwich at 9\\\
2 Fares are less when paid for tickets than when paid in the cars.

Superinted and Sunday, and arrive in New York at 6 nm. Page 32. at 9½ a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 71-2 a.m., proceed at 1 or 41-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston

JAMES BARNES. Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Railroads-Trains leave Boston for Taun-Concord and Nashua Railroad.—Passenger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and Lowell, and Nashua and Lowell railroads as follows: Leave Roston at 71.20 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 74 o'clock a.m.

Fall river Branch Railroad. - Trains leave Boston for Fall River daily, Sundays except ed, at 7 1-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 71 a.m. and 3 p.m.; trains leave Fall River for NeeB p ford at 71 and 9 a.m., and 5 1-2 p.m.

For Newport—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them onward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON, Eng. and Sup't.

Eng. and Sup't.

Sizes; English blister, cast, shear and spring steer, fundater, cast, shear and spring steer, cast, shear and spring s

Fares are less at the ticket offices than in the cars.

WM. PARKER, Sup't.

Boston and Providence Railroad.—Passenger trains run as follows: For New York, night line, via Stonington: leave Boston every day. Sundand of the best materials and workmanking. If we have the control of the control of the cars are new to the cars.

#### FROM PHILADELPHIA. PASSENGER LINES NORTH AND

EAS 1.

Camden and Amboy Line.—
Amboy. By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2.25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily stations, by extra train, daily, except Sunday, at 7½ o'clock, a.m. For Frederick and intermediate mail train which leaves Pratt street depot, at 8 p.m. 10 p.m. 10 p.m. 11 p.m. 12 p.m. 12 p.m. 12 p.m. 13 p.m. 14 p.m. 15 p from foot of Walnut street, at 9 a.m., and 5 p.m.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre. By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

31 PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line, leaves the Depot. 1th, and Market sto daily except Sunday.

Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 44 p.m. G H HUDDELL, Agent. 31

For Baltimore. By Newcastle of French-town Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Balti-more at about 10 p.m. Tickets through to Wheel-ing or Pittsburg can be procured on board the boat. G. H. HUDDLE, Agent. 31 For Baltimore. By Newcastle & French-

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Ma-

For Pittsburg, via Columbia and Lan-caster Railroads. Leave the Depot 274 Market st. daily, at 7½ a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line con-nects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in the 7½ line.

JACOB PETERS & CO. 31

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 71 a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

Susquehanna Line of Rail-

FROM BALTIMORE

PASSENGER LINES SOUTH AND WEST.

p.m.

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cts. per mile. Through tickets are issued between Baltimore and Wheeling respectively, \$11. Between Baltimore and Pittsburg. \$10. Between Philadelphia and Wheeling \$13. D. J. FOLEY, Agent.

For Washington. From Baltimoce at 9 o'clock, a.m.; 5, p.m.; and 11‡, p.m. By order, D. J. FOLEY, Agent.

#### SUMMER ARRANGEMENT--FARE REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Saves \$425. Bear in infind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line .--Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 121 to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 111 o'clock p.m. and Petersburg, Va. by 21 o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m. arrive in Baltimore at 21 p.m.; arrive in Washington at 7 p.m. From Philadelphia by stcamboat. Leave Philadelphia at 6 a.m. and arrive in Balti-more at 1 p.m.; leave Baltimore at 5 p.m. and ar-rive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

31 STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7.

Morning Train for Phila-The morning train leaves the depot, Pratt street daily [except Sundays] at 9 o'clock, a.m. Passengers arrive at Philadelphia in full time to continue on by the mail train for New York. Fare \$3. Sun-

For Philadelphia, via York, Columbia and Lancaster, by the Baltimore and Susquehanna rail-road. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective fron and Brass Castings of all descripions.t ja451y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journal,

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, ja45 Reading, Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;

#### FROM NEW YORK.

New York and Harlem Railroad Company road Company.

Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31

New York and Erie Railroad Line.

For Middletown, Goshen, and intermediate places To middletown, Gosnen, and intermediate places.

The readily lines each way, as follows:—For passengers—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR. Superintendant.

H. C. SEYMOUR, Superintendant.
Stages run from Middletown daily, in connection
with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owe-

go, Port Jervis, Honesdale Carbondale, etc. On Monday, Wednesday, and Friday, to Dun-daff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

#### PASSENGER LINES FOR THE NORTH AND F WEST.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday.

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, of Barclay street.—The steamboat New Jersey,
Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South
America, Capt. M. H. Truesdell, will leave on
Tuesday, Thursday, and Saturday. For passsage
or freight apply on board, or to
P. C. SCHULTZ,

At the office on the wharf

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday. Saturday.

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M.,
to Boston and Albany; 8½, do., do., do.; 10½, do.,
do., do.; 2, P.M., to Boston and Albany; 4, do.,
do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do.,
do.; 12, M., or on arrival of the Boston train; 3,
P.M.; 6, P.M., or on arrival of the Boston train.

Fare, 12½ cents.

Passengers at Albany about

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane. 31 L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as fol-Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

1. R. SARGENT, Superintendent.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 33, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

11 L. R. SARGENT, Superintendent.

Lake Champlain Steamboats.—From Whitehall to Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Passage 2, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS,

Agent, Troy.
Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

#### PASSENGER LINE EASTWARD.

Long Island Railroad Long Island Railroad

Company.—Trains run from

Brooklyn depot.—Boston train, 8½, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train at 6‡, a.m., and 2½, p.m., daily, for Brooklyn and intermediate places

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains

from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Regular Mail Line between New York and Boston, via Stonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massachusetts, Capt. Comstock; Mohegan, Capt. —; Narragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays,] at 6 o'clock, p.m., from New York, and from Stonington on the arrival of the west trained in the control of the stonington on the arrival of the meditaria minimum. ington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 61, p.m. The Rhode Island on Mondays, Wednesdays, and Fridays; the Narragansett on Tuesdays, Thursdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence, di-rect, on Tuesdays, Thursdays, and Saturdays, at 5 o'clock, p.m.

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street,

Hoasalonic Railroad; Bridgeport and New York,
-The steamboat Mutual Safety, Capt. J. B. Lober,
leaves New York, from the foot of Market street, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified.

R. B. MASON, 31

Superintendent

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Rallroad Line—Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 41 o'clock, P.M. Fare in
first class cars, \$4. Second class cars, 3.

Passengers will procure their tickets at the office
foot of Liberty street. Philadelphia Baggage Crates
are conveyed from city to city without being opened
by the way. Each train is provided with a car in

by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad

Line.—For Philadelphia
and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 51 o'clock A.M. Passengers will take the cars at South amboy. Fare to Philadelphia, 3. Forward deck passengers, 225. To Freehold and Monmouth, via. stages from Hightstown, 150. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth

Amboy, Tattens, Rossville and Tuffts, 121 cents.

The steamboat Independence will land at each of the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

New Jersey Railroad and New Jersey Railroad and
Transportation Company. — For
Newark. Fare 25 cents. Leave New York at 8, 9,
and 11 o'clock A.M., and 12\frac{1}{2}, 2, 3, 4\frac{1}{2}, 6\frac{1}{2}, and 8
o'clock P.M. Leave Newark at 7, 7\frac{1}{2}, 8, 9, 10\frac{1}{2},
A.M., and 1\frac{1}{2}, 4\frac{1}{2}, 7\frac{1}{2}, 9\frac{1}{2}, P.M. On Sundays,
leave New York at 9 A.M., and 4\frac{1}{4} P.M. Leave
Newark at 11\frac{1}{4} A.M., and 9\frac{1}{2} P.M. Leave Elizabethtown at 7, 7\frac{1}{2}, 2, 4\frac{1}{2}, 6\frac{1}{4} P.M. Leave Elizabethtown at 7, 7\frac{1}{4}, 8, 10\frac{1}{4} A.M., 3\frac{1}{4}, 6\frac{1}{4}, P.M.
For Rahvay. Fare 31\frac{1}{4} cents. Leave New York at 9 A.M., 12\frac{1}{4}, 2, 4\frac{1}{4}, 6\frac{1}{4} P.M. Leave Rahway at 5\frac{1}{4}, 7\frac{1}{4}, 1\frac{1}{4}, A.M., 3\frac{1}{6}, 9, P.M.
For New Brunswick. Fare 50 cents. Leave New York at 9 A.M., 4 4\frac{1}{4} P.M. Leave New Brunswick at 5\frac{1}{4}, 7\frac{1}{4}, 11, A.M., 8\frac{1}{4}, P.M. Leave New Brunswick at 12 M., and 4\frac{1}{4} P.M. Leave
New Brunswick at 12 M., and 4\frac{1}{4} P.M. Leave
New Brunswick at 12 M., and 8\frac{1}{4} P.M. Leave
New Brunswick and intermediate places, including

New Brunswick and intermediate places, including the ferry, \$_65\$ per annum. 31

Paterson Railroad. Leave needays, and Fridays.

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

It was Paterson Railroad.

Leave New York, 9½ A.M., 12½, 5½ P.M.

Leave Paterson, 8½ A.M., 4½ P.M.

On Sundays, leave New York 9½ A.M., 5½ P.M.

Leave Paterson, Railroad.

Leave New York, 9½ A.M., 4½ P.M.

On Sundays, leave Paterson, 8½ A.M., 5½ P.M.

Leave Paterson, Railroad.

Leave New York, 9½ A.M., 4½ P.M.

On Sundays, leave Paterson, 8½ A.M., 5½ P.M.

Leave Paterson, Railroad.

Leave New York, 9½ A.M., 4½ P.M.

On Sundays, leave Paterson, 8½ A.M., 5½ P.M.

Leave Paterson, Railroad.

Leave Paterson, 8½ A.M., 12½, 5½ P.M.

Leave Paterson, 8½ A.M., 4½ P.M.

On Sundays, leave New York, 9½ A.M., 5½ P.M.

Leave Paterson, 8½ A.M., 5½ P.M

in the morning, from the foot of Whitehall street, South ferry.

U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, at 61, a.m., by steamboat New Champion, Captain Joel Stone, connecting with the cars at New Haven, for Hartford and Springfield. Night line for New Ha-leaves on Tuesdays, Thursdays, and Saturdays, at 4, p.m. For Hartford, direct, daily, [Sundays extenses on Tuesdays, Thursdays, and Saturdays, and to Rockaway, Dover, Sparta and Newton on Tuesday, Thursday, and Saturday, and the Globe, Capt. E. D. Roach, will leave every Monday, Wednesday, and Friday.

In the morning, from the foot of Whitehall street, South ferry.

Morris and Essex Railroad.

Leave New York, 8 a.m., 41 p.m.

Tam. 31 p.m. Passengers by the morning train to Morristown, will arrive there at 104 o'clock, where stages will be in readiness to convey them to Schooley's Mountain, Washington, Belvidere and Easton, daily; to Succasunna, Stanhope, Newtown, Milford and Owego on Mondays, Wednesdays and Fridays; and to Rockaway, Dover, Sparta and Newton on Tuesdays, Thursdays and Saturdays.

Tuesdays, Morris and Essex Railroad.

# MERICAN RAILROAD JOURNAL,

AFFRICK FIREDED JON 25-

## AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 37.1

THURSDAY, SEPTEMBER 11, 1845.

[WHOLE No. 480, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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ENGINEERS and MACHINISTS. J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.) TROY IRON AND NAIL FACTORY, H. Bur-was entirely unknown den, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Ream. (See Adv.)

NORRIS, BRUTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Com-

SETH ADAMS, Engineer, South Boston, Mass.
STILLMAN, ALLEN & Co., N. Y.
JAS. P. ALLAIRE, N. Y.
H. R. DUNHAM & Co., N. Y.
WEST POINT FOUNDRY, N. Y.
PHŒNIX FOUNDRY, N. Y.
R. HOE & Co., N. Y.
ANDREW MENEELY, West Troy. (See Adv.)
JOHN P. STARR, Philadelphia, Pa.
MERRICK & TOWNE,
HINCKLEY & DRURY, Boston.
C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.

bridge, Mass. BALDWIN & WHITNEY, Philadelphia, Pa.

IRON MERCHANTS and IMPORTERS.

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(See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia.

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

#### KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the parwas entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was til the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident

the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars. Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

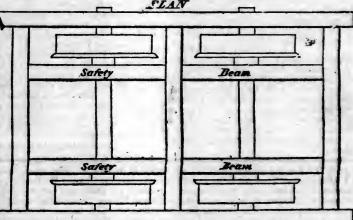
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

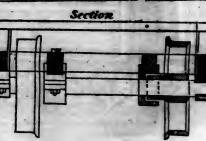
GEORGE CRAIG, Superintendant,

JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

They have for some time been applied to passenger cars on the New Jersey railroad and transportation ja45



ELEVATION



DATENT HAMMERED RAILROAD, SHIF and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of chimney of engines on which they are Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

These Arresters are constructed on an entirely different principle from an entirely different principle from a such that a voter men.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which confine areas a very extensive programment of the five reason of the state of the stat which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory-for which purpose they are found invaluable, as their adhesion is more than double any com-mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I.

& J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water
St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*,* Railroad Companies would do well to forward their orders as early as practicable, as the subscriber

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

#### FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

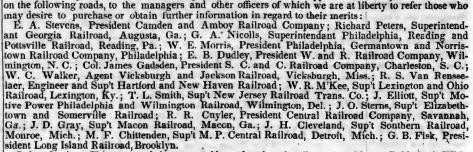
O THOSE INTERESTED IN Railroads, Railroad Directo and Managers are respectfully invited to examine an improved SPAR. ARRESTER, recently patented by the undersigned.

Our improved Spark Arrester: have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an noyance from sparks or dust from th

used is experienced.

These Arresters are constructed on an entirely different principle from any necessary onered w me The form is such that a rotary motion is imparted to the heated air. smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who



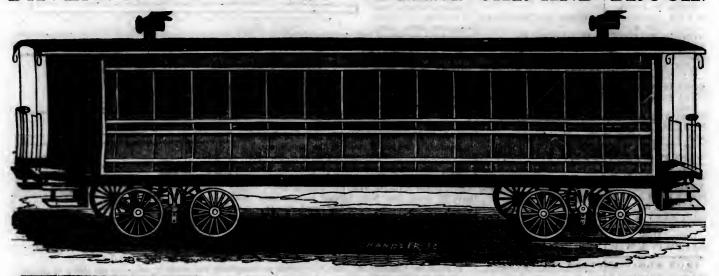
Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

ble terms. Philadelphia, Pa., April 6, 1844. .*. The letters in the figures refer to the article given in the Journal of June, 1844.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

## DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING
TOMPANY continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

W. Mc. C. CUSHMAN. Civil Engineer

Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILDetc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.

PASCAL IRON WORKS. use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be construct-ed under his advice or personal supervision. Applicaitons must be post paid.

#### PASCAL IRON WORKS.

#### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 fe capable of sustaining pressure from 400 to 2 per square Inch, with Stop Cocks, Te, other fixtures to suit, fitting together, with joints, suitable for STEAM, WATER, GAS, LOCOMOTIVE and other STEAM BOILER



Manufactured and for sa MORRIS, TASKER & MORRIS-archouse S. E. Corner of Third & Walnut Streets PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG

President. iv451m TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-Less in the immediate neighborhood of Bi-tuminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

b8,497 square rect, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451

feet two stories high, with a shed part 45 x20 feet, containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

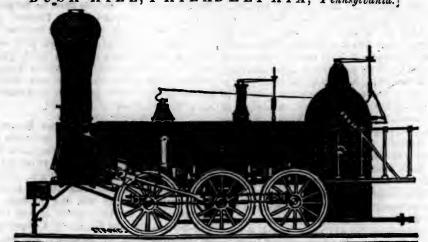
Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Chinadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

#### NORRIS' LOCOMOTIVE BUSH HILL, PHILADELPHIA, Pennsylvania.]





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip

Class	1,	15 inches	Diame	eter	of	Cylinder,	×	20	inches	Stroke
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with Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

The growth of American Cities. THE COMMERCIAL INFLUENCE OF THE WEST

in reading recently Burke's "European Settlements in America," written in 1757—
eighty-eight years ago. The relative wealth
and population of American cities have
the great fulcrum of their future advance
the great fulcrum of the Xtlantic cities.

New-York, if she wills, can still hold her
present command over the western trade. changed wonderfully since then, while their in prosperity and population. Such is the as will test the energies of her merchants, progress seems almost miraculous. Nothing remarkable and overshadowing influence of the world will compare with the west upon the cities of America, in only sent time she is menaced by a spirit of comtheir advance in population.

flection. Boston is no longer the first city in America. New-York has become the Moved by this unerring conviction, we see the long as New-York remains at the head of its population. Yet the commanding situation of New-York, backed by the enormous trade of the West, has built up a city of the Concord and Burlington railway, portsmouth her own commanding position justly place with the Concord and Burlington railway, in must be largea-ter than even Alexandria or Thebes. So Portland, in Maine, by means of the St. Lawrence and Atlantic railway, Portsmouth in New-Hampshire, by a railway connecting with the Concord and Burlington railroad, her, it must irresistibly advance in wealth, and Boston, with its iron arms stratching to influence and nonviction, we see ter than even Alexandria or Thebes. So Portland, in Maine, by means of the St. Lawrence and Atlantic railway, Portsmouth her own commanding position justly place with the Concord and Burlington railroad, her, it must irresistibly advance in wealth, and Boston, with its iron arms stratching to influence and nonviction, we see the result of the western trade, where our state pride and her with the concord and Burlington railroad, her, it must irresistibly advance in wealth, and Boston, with its iron arms stratching to influence and nonviction, we see term than even Alexandria or Thebes. So Portland, in Maine, by means of the St. Lawrence and Atlantic railway, Portsmouth her western trade, where our state pride and her in the control of the western trade, where our state pride and the control of the western trade, where our state pride and the western trade, and Boston, with its iron arms, stretching to influence and population, until she will be growing Brooklyn, with its 40,000,) where in 1757 there were not 20,000. Philadel. phia likewise has run ahead of Boston, while New-Orleans, in forty-five years, under the western trade from New-York. Farther south, we perceive Baltimore struggling for the western trade with Philadelphia, by Mississippi, has already grown into a migh-means of railways and canals—and Savantier city than Boston.

known. It was referred to only as a vast wilderness. America was then bounded by the Alleghenies. Even in such speculative minds as Burke's, the settlement and future glory of the valley of the Mississippi were scarcely alluded to. To their minds, there seemed land enough on this side of the Alle.

The following tables of facts will confirm seemed land enough on this side of the Alleghenies for a hundred years to come. No monarchist could fully appreciate the progressive power and enterprize of the Anglo-Sax- that epoch, a little more than three years on race, perhaps we may rather say, of An- have elapsed, and look at the change in Bosglo-Saxon freemen. A hundred years have not elapsed, and our people have already crossed the Alleghenies, and advanced their settlements a thousand miles beyond that mountain barrier. No fancy was so wild as to imagine such a progress in 1757, but that very expansion has built up the great cities of America. The settlement of western ocean. For only twenty years, the wealth whole valuation. Now let us turn to New. of the teeming west has poured down that York, after the opening of the Eric caual. on an eminence as the commercial empori-let us compare the valuation of that year um of America. Philadelphia and Balti- with the third year thereafter : more have advanced under the same impetus, while New-Orleans has marched with a railway rapidity to commercial greatness. Cin-

Even St. Louis, a thousand miles west of the are an irresistible illustration of the influence Alleghenies, is already rivalling Cincinnati. of the Western trade, whether obtained by Burke says "There are in all the provin-soil. Who can estimate its influence a hun- and powerful cities, such as never before oc-

nah with Charleston. In Virginia, Rich-To what may this change be attributed? Is it not clearly to the influence of the western trade, which seems to be a mine of wealth and power and population almost beyond human calculation. In the days of Edmund Burke, the west was but little known. It was referred to only as a rest

ton valuation :

98,106,606 106,733,300 Real ... Personal .....

waters of the western seas with the Atlantic an advance of one-fifth (20 per cent.) on the

We have been both instructed and amused And Pittsburgh, the iron city of the west is canals or railways, in adding to the wealth

fifty years after the first breaking up of its petition on the part of wealthy, enterprizing ces of New-England, large towns which drive a considerable trade. Boston, the capital of Massachusetts Bay, is the first ordinary influences of western emigration, that there is not a city on the seaboard but what looks to the west as the only resource cial power of America. A city sustained what looks to the west as the only resource cial power of America. A city sustained of its future growth. To secure the western by that trade, can never languish, for the in-

> ORIGIN AND PROGRESS OF THE RAILWAY SYSTEM.—The details of the invention of steam vessels are pretty well known, but the communication by railroad has never yet in this country been traced to its origin. Now, it happened that a lew weeks since, a very satisfactory account of this new medium of communication has been given in two German periodicals—the Gazette of Cologne and the Sonntagsblatt or Sunday's Journal.— The latter is a weekly paper for general information and entertainment, forming a supplement to the Weser Zeitung or Weser Gazette, which is published daily at Bremen, the Tanse town on the Weser river. The reporter of the facts relating to the invention of railroads is a barrister living at Osterode, a Hanoverian town on the Hercynian mountain; his only object was to establish a fact, but he is otherwise in no way interested in the matter, and he claims no reward, for the original inventor who indeed, died several years ago. The subject being one of considerable interest to this country, I drew up the present paper embodying the substance of the barrister's German report; the letter is dated Osterode, the 20th March, 1845, and is inserted in No. 60 of the Sonntagiblatt, of April 6th. 1845.

It appears that the original inventor of the New-York and Ohio forced the construction An increase of \$20,250,000 in only three railroad system was the late principle engine of the Erie canal, which literally united the years, which is the more enormous, as it is neer Mr. Frederichs (Frederics,) son of a miner in that part of the Hercynian district which belongs to Hanover. His talent for mechanics was soon perceived by an influenavenue, and already it has placed New-York That great work was opened in 1825, and tial gentleman, the director of the mines, who solicited the Hanoverian government to furnish him with the means for increasing his 1825, " " 112,211,926 114,019,533 Institute the interest of increasing his practical knowledge in mechanics and generally cultivating his mind by a tour through 1828, " " 14,019,533 Europe. The request was granted, and cinnati in that once wilderness valley, after An increase of near \$13,000,000, or 121 young Frederies set out on a tonr of several the lapse of forty-five years, contains a thriper cent, in the same time as Boston increasing population of 75,000 inhabitants.—ed its valuation \$20,000,000. These figures mines of Galicia, and it was there that the

chest, which may be filled up with minerals valuable. to the weight of from sixty to eighty cwt the Queen of Westphalia visited the Hercynian district, the director of the mines, M. excursion from the pit to the "Pucherich." King, attended by ten gentlemen of his court, mounting the first vehicle; and the Queen, was accomplished in five minutes. Witness es still living are :-- M. von Meding, minister of state and of the cabinet; M. Albert, principal counsellor of mines (Oberbergath); chinen director); and Dr. Jordan, assayer of ing like excitement in the iron market-prithe mint (Muengwardein), at Elansthal, a Hanoverian town of the Hercynian district. Several years afterwards, when M. Frederics, whom he found engaged in executing a draw-arrival of the next steamer.

loads; no experiments, however, were then run my new cart in his own country as I do been passed during the last session. The made, and it was not until after his return here. He admires it; and I take great care capital authorized to be raised for these home, that he matured his plan, when necesin executing my work, in order to prove that

silver melting house (Siberhuette,) was very tial public men of the day the advantage of inconvenient and caused considerable expendence of the capital, sea. The "Dorothy" being situated on a which by the construction of railroads upon the mileage cost is then equal to £20,438. moderate declivity, and the "Pucherich" at a the direct principle would be effected in hor-

The guide sits before the chest, just as the system, given by the German barrister, cer-believe projectors have done wisely in macoachman sits on the driving box; by prestainly contains details not known before; but king some advance on the estimates of 1844. sure he is enabled to direct the cart, and also the simple fact of M. Frederics having into arrest it at any time, however fast it may vented the railroad system, and communical giving the information contained in the parrun. The arrangement is so certain and ted his invention to an English gentleman, liamentary return, with additions of our own, safe, that to the present day no accident has was all along known among the inhabitants which we trust will be found interesting and happened. The locomotive engine is all of of the Hercynian district and the adjacent acceptable to our readers, and which we iniron, but instead of a detailed description of it, which would not suit the taste of promiscuous readers of a German journal for gene-admired poems, says, the world was indebted "A new method of enabling lo ral information and entertainment, the reporto her for three most important inventions, engines and railway carriages to ascend inting barrister cities a fact from which its ef etc., those of powder, printing, and clockma-clined planes with greater ease." By Dan-

JOHN VON HORN, D. D.

lowing statement in relation to new lines of The barrister alluded to was present, saw the railway in England in the last number, Aug. 16th, of Herapath's Railway Journal. It kingdom, which will require, it is estimated, at least 2,250,000 tons of pig iron for the track alone, it will be seen from our extracts M. Muehlenfeldt, principal engineer (Mas- from the Mining Journal that there is noth-

thought occured to him of constructing a new ing. "This is,' said M. Frederics, "intenmachine for the easier conveyance of heavy ded for an english gentleman, who wishes to pears that 112 of the projected railways have aity compelled him further to consider it.— we here are not a set of blockheads." to the extent of £14,794,000; together formAt that time, before the French invasion of Thus this invention was transferred to ing a total capital of £58,452,900. These 112 Hanover, the leading silver mine of the Hercynian mountain was the "Dorothy;" but ter, advocated it zealously. He led the way miles—a greater length of 2,860 the road from it to the "Pucherich," where in introducing and establishing it in this the lines now in operation in the kingdon. the ore is refined, and from that place to the country; he pointed out to the most influen- The average cost per mile is therefore £15,

During the previous session of 1844, 31 distance of three quarters of an hour, being ses, carriages, and time; he explained his bills for new railways were passed, the auplaced in a valley, the road from the first place to the latter goes downwards; as to the minerals, they were carried in carts drawn by horses, but on account of their heaviness and the nearly impassable road, only small quantities could be at a teme transported.—

These circumstances compelled Frederics assistance, supported and recommended the form the properties of the properties of the properties but his plan in a printed form before the public, all which could not be done without the public, all which could not be done without the public of the public further to consider and to perfect his plan of new invention, but his exertions were more loans the average cost was £19,148, or £1, a new conveyance, and he finally invented prominent and longer continued. The efficiency of steam in propelling vessels having sanctioned. The projectors of late railways, locomotive engine, and a cart to run from the been ascertained, this new invention was (it therefore, seem to have been more liberally pit to the "Pucherich," and thence to the sil- is not precisely known by whom first) com- inclined in their provisions for the construcver melting house. The cart is a four wheel-bined with that of Mr. Frederics, and the tion of their lines than heretofore; and though ed one, and on its frame is placed a wooden new medium of communication rendered more we are willing to concede that lines of the present day are capable of being made for The account of the origin of the railroad much less than what they cost years ago, we

"A new method of enabling locomotive ficiency appears; and refers, in support of his statement, to witnesses still living.— which is now very generally acted upon throughout Europe.—University, London. tion. The principle on which it acts is, that tion. The principle on which it acts is, that when the locomotive engine arrives at the foot of the inclined plane, the common wheels von Meding, caused a carriage of the invention of M. Frederics to be fitted up for an Parliament in England.—We find the folthe same axles, but of only one-fifth of the diameter. A raised rail is used on the incline to suit the smaller diameter of the wheels which now come into play, and the attended by the ladies of her suite stepping exceeds the estimate furnished sometime since, large wheels being lifted off the rail, act as into the second carriage, which closely followed the first. They started at the same more than 300 miles. Notwithstanding this is thus enabled to ascend an incline which it time, and the walking distance of 45 minutes impresse extension of the railways of the could not do with wheels of the usual diamimmense extension of the railways of the could not do with wheels of the usual diameter; and this was shown to be the case by Mr. Erskine's model, which easily ascended an incline of 1 in 16, with the small wheels, whereas, with the common wheels it stood still.—(Not new, ed. C. E. and A. Journal.)

The editor of the Civil Engineer and Arces ranging from £7 10s. to £8, per ton for chitects Journal is certainly correct in saying bar-and Scotch pig 65 to 70s. though quo-that there is nothing new in the above plan then in an advanced age, was taken ill, he ted much higher. This looks favorable for of Mr. Erskine. A similar model was exsent to the barrister to frame his last will.—the railway cause. We shall probably be hibited and we believe a patent was taken The latter did so, and next waited on him, able to give a list of the new projects on the outfor the plan, several years ago in this coun-

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Paris and Orleans				1,978,415			0 16 0	8 0 0	0 20 45	White	ehaven :	and Ma	ryport	100,
Paris and Rouen				055 . 6	31,24	91,171		8 0	0 20 40	}_ F	RENCH F	RAILWAY	8.	
Preston and Wyre			00 179,859		4,19	7,060		4 0	50 32	Bonlo	gne and	Amien	S	1,500,
South Eastern			$\begin{array}{c c} 00 & 311.759 \\ 00 & 1,530,27 \end{array}$		60 98	14,876 139,042		3 1	1 33 48	S Centr	aloi Fi	rance		1,28U,
Faff Vale			195,000		9.115	22,692	1 17 7	3 15	100 104	Orlea	ns Tou	rs & Ron	deany	2,400,
Jister					5,40	13,856	0 15 0	5 18	32 52	Paris	and Ly	ons		2,500
Yarmouth and Norwich						10,008	1 00	5 0 0	32 52 20 29	Paris	and Or	leans	]	1,600
fork and N. Mid. and Leeds and			00 167,500	)[1,107,146	31,349	75,474	2 10 0	10 0 (	0 50 115	<b>S</b> Paris	and Ro	uen	!	1,400,
Steam an			••••	~~~	$\sim \sim$	~~~		~~~	Num. of	Am't of	Amount	Div.n.c.	Last	Pres
NAME OF COMPANY.   Num.	of  Am't.	f Amount	Div. p c.f	ast   Pres	eni	NAME O			shares.	share.		per ann.		
snare			-	rice. pri		ghboron				1421	1421	70	1140	
	00 10	10		57 152		nmouths			2,409		100	10	160	160
Anti Dry Rot	700 100	35		2		lton Mov				100	100	1	117	117
	00 100	14	10 2	71 27		rsey and cclesfield			3,000	100	1 0	10	15	15
t Western Steam Pa	10	. 100		5		th				100	100	17	365	365
Metropolitan Wood Pav. 15,0	00 10	6		61		ord.			1,786		100	30	505	300
atent Elastic Pav.: 10,0	00 1	1	5	14		ents or			21,418		331	21	25	25
eninsular and Oriental 11,	93 50	50	7 6	41 65	Shr	opshire			500	125	125	6	120	120
	200 50	40	7			nerset co				150	150	71	123	123
Polytechnic Institution	100	100	6	104		fford and				140	140	25	480	480
	387 100 000 100	100		04 104 361 37		ewsbury				125	125	12	230	230
	000 25	5	1	37		urbridge oudwate:				150	145 150	14	360	360
	000 10	71		5	Sw	ansea				100	100	15	240	240
Thames Tunnel	000 50	50			Ser	ern & V	Vhy & H	Rail Av.	3,769	261	261	51	30	30
	500 ¹ 100	100	1		Tr	ent and I	dersey		2,600	50	50	65	495	
	Canals.				— Th	ames an	d Medwa	av	8.149	194	194		10	10
	32,113	·av.		70 70	- 5W	rwick a	nd Birm	ingham.	7,000	100	100	101	167	0 =
	20 100	100	14 18		3 ws	arwick a	nu Napi	on		100	100	84	122	1
THE PROPERTY OF THE PROPERTY O	000 1181	79	10 15	0 160	Spir	minghan	n		Water 4,800		1 25	1 24	1 00	1.00
	000 160 500 100	100		31 131 5 365		t Londo			4,433		100	8	28	225
Do, and LiverpoolJunction 4.0	160 do.		24 25	0 250		nd June				av.	41 23		88	90
Do. and LiverpoolJunction Coventry	wo uo.		9 10	5 105		w River			1,500		12.4	21	1.00	30
Do, and LiverpoolJunction Coventry Cromford Derby	500 do		32 44			nchester			6,486		30	8	57	57
Do. and LiverpoolJunction 4,  Coventry	300 do.	401	4 44		\Vai	uxhall, l	. S. Lon	don	1,000		100	5	55	55
Do. and LiverpoolJunction Coventry	231 do. 297 4001	1 202		2 1611		st Midd			8,294		631	61	126	127
Do. and LiverpoolJunction Coventry	231 do. 297 4001 500 100	100							Do	eks.				
Do. and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde. Grand Junction 11 Grand Surrey. 1	231 do. 297 4001 500 100 600 do.	100 do.	5	0			1.5							_
Do. and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde	231 do. 297 4001 500 100 do. 500 do.	do.	5	8 8		nmercia				5 100	100	3	1+0	
Oo. and Liverpool Junction Coventry	231 do. 297 400½ 500 100 600 do. 000 do. 749 150	100 do. do. 150	8 18	8 8 35 185	S as	t and W	est Indi	a	1,06	100 sto.	100	51	137	
Oo, and LiverpoolJunction Coventry Cromford Derby Crewash Grand Junction Grand Junction Grand Surrey Gloucester and Rerkley Lancaster Lancaster	231 do. 297 4001 500 100 600 do. 000 do. 749 150 699 471	100 do. do. 150 471	8 18	8 8 5 185 10 40	as or	t and W	est Indi	a	1,06 3,238,31	5 100 sto.	100	51	137	
Do. and LiverpoolJunction   20	231 do. 297 400½ 500 100 600 do. 000 do. 749 150	100 do. do. 150	8 18	8 35 185 40 10 640	as or	t and W	est Indi	a	1,06	5 100 sto.	50	51	137	115 171

AM	ERICA		WOR		D CANA	ALS, 1	etc.				
STATE WORKS.	Length in mile			Expend.	Income.	14. Exper	The 13 to	State Ca	nais are all 4 fe ide, and 80 to 9	et deep, and	the locks
Y., IBlack river canal		1,524,96	7				Th	e six mi	illions paid t	o the canal	fund fr
2 Cayuga and Seneca	21	237,00				14,443	aucti	on and	salt duties a	re not inclu	ided in
3 Champlain canal	23	1,251,60 684,60		8	116,739		estim	ate of c	ost. The G	enesee valle	v and
5 Chenango	97	2,420,00	-4	0 14,486 5 15,967		12,740	Black	river c	anals requir	e large sun	is for th
6 Crooked lake	. 8 .	156,77				3 951	comp	ietion, u	ne interest of ter than the e	Which addi	tional s
Frie-enlargement of		12,648,859	1,880,310	6			of the	ese cana	ds when fin	ished The	SS Inco
8 Genessee valley	. 120	3,739,000	)				quire	d to com	plete these t	wo canals a	re \$2.0
9 52 miles opened, cost \$1,500,000			12,292	13,819	19,641	15,557	000 a	nd \$600	0.000, making	their total	cost w
10 Oneida lake		50,000			621	1,636	finish	ed \$5.55	3.000 and #2	.409.000; a	n expe
a. 12 Beaver division canal	38 25	565,43		22,742	56,165	28,599	ture i	ncurred	on estimated	incomes (a	dmitte
13 Delaware canal					7,381 109,278				\$39,000 and		
14 French creek	. 45				100,210	22,010	1	e total r	eceipts from	the works o	f Penn
15 Seneca river towing path		. 69,276			381				13 were \$1,0 the cost abou		
16 Columbia railroad		4,204,969			443,336	205,067	(737)		ts for 1844 w	ere as follow	e.
II I Edstein division	. 36				179,781	138,915	Cana	l tolls,			578.
18 Juniata canal	93	1 200 40									252
20 Western division canal.	105	1,020,401			351,102	240,940	Motiv	e power	Γ,	-	319,
21 North branch Susquehannah canal	73 3	-					Truck	KS,			13,
22 West "	. 72				101,949	57,633	of wh	ich \$580	5,922 is from	118 miles o	f railro
10 23 Hocking canal	56	975,130			5,286			070,404	from 550 mi	les of canal	
24 Miami canal	85	1,660,742	68,640	38,826	77,844	22,341	Inc	taret	of Ohio are	supported	by a j
Zaiwiami extension.	. 105	2,856,636			12,723	14,741	S53 n	niles of a	anal in the	State which	rielde
26 Miami northern division	. 35	322,000			unfin'd.	15 000	1843	\$471.62	3. and in 18	44 \$515 393	the c
28 Ohio	. 91	1,627,318		102 200	249 711	112 010	IISt Ja	in. 43 b	eing \$15.577	.233. The	increas
29 Wabash	91 -	4,600,000 3,028,340		123,398 6,400	49 580	10 015	1'44 0	rer 43 19	S OULV 2543.77	v. though th	e vear
30 Walhonding	. 25	607,269		39,005	1,977	1 090	nas e	xhibited.	a greater in	crease throu	ighout
31 Western road	. 31	255,015	7.254	1.782	8,747		count	ry than	ever before k	mown.	
-  32 Sundry works		11.000 000					Th	ese 21 n	nillions on s	undry work	s yield
33 Maume canal		1						ne whate			
		10,000,000				00 420	Th	e centra	l railroad yie	elds above (	per ce
ch 35 Central railroad	. 110	1,842,308		75,960		70,000	and i	d-whice	ly State wor h is able to s	tand alone	canai
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	·~~	~~~~		7,907	~	~~	~~	~~~	~~~~	~~~~	~~~
CANALS.	Length in miles.	Cost.	1843 Incom Gross.	e. pe	r Inc	S44. ome. Nett.	Div. per cent.	("	31	REMARKS.	- : -
Blackstone				Tretta cer	-	-	Court				
Bald Eagle Navigation	25	400,000									
Beaver and Sandy, (part)		1,000,000								perhaps, at s	
Charleston, (S. C.)									ime be enab	led to give t	he part
Chesapeake and Ohio	184	12,370,470	47,637 .						lars of all the	ese canais.	N:
Conestota		300,000							is 1 ot yet c	peake and (
Schuylkill.	108	3,500,000	279.795 10	2 221	190,693	120.624			nines, nence		
							1		The enlarg	ement of th	e Schi
Farmington									cill canal has		
Middlesex									The Morri	s canal was	lately
Port Deposit.	10	200,000	00 000	0.000		04 25	'		or one millio	on, about on	e-tourt
Delaware and Raritan		2,900,000	99,623 5	3,327	. 131,491	84,455	,		of its cost. I hat it is to be		
Tide Water.		300,000 2,900,000		• • • • • • • • • • • • • • • • • • • •			1		seen no repor		
Union	80	2,000,000							pointment of		
Morris.:	101	1,000,000					1	271			
Dismal Swamp				• • • • • • • • • • • • • • • • • • • •	.1	1					
: CANADIAN CANALS.	Length	No. of Locka locks. in fee	ge l ength o	Size of loc	ks. Depth on	Width			Expended to	Incom	ne. ₁ .
and the second s	in miles.	locks. in fee		_	mitre sill.	Bottom.		J.	Sept. 1843.	1943.	1844.
The Welland canalain trunk from Port Colborne to Port Dalhous	90	31 328	feet.	feet.	feet. 8 1-2	feet.	feet.	3,948,5	722,485,572	64,658	
	-1		150	26 1-2							
metion branch to Dunville f not addenoted branch to Port Maitland below.	u 21	1 6	150	26 1-2		35 45	71 85				
		1 6	200	45	9	40	03				- 4
The St. Lawrence canal				45		50	90				
alops and Port Cardinalapid Plat		2 7 2 11 1	200	45	9	50 50	90	672,4	98 973		
arren's point	3-4	1 31		45	9	50	90	1,000,0	310		
wall, passing the Long Sault rapids	. 11 1-2	7 48	200	55	9	100	150		72 1,665,663		
uharnois, do. Coteau, Cedars and Cascades ros	d 11 1-4	9 82 1	2 200	45	9	80	120	1,190,0	87 275,426		
nine, do. Lachine rapids	. 8 1-2	5 44 1	2 200	45	9	80	120	old can		29,288	
Total from lake Erie to the sea								1,001,3	33 64,439		
Total from lake Frie to the sea	. 66	57 525	120	24	6	36	60	200,0	00 440,000	1,409	
mbly	~~~	in		1843. Income,	Div. per	1844 Incon			Value of	REMARKS	~~~
mbly	Length	. Cos			I some I		Nett.		tock.		
COAL COMPANIES.	R. rd. Ca	cos	Gros	Nett.		37088.					
COAL COMPANIES.	miles	Cos nals.	,000 930,9	203 196,70					130		
COAL COMPANIES.	R. rd. Ca	Cos nals.	,000 930,2	203 196,70					130	4	

_	1	Length		RICAN Loans	RAIL!	Paid	18	43.	Div.	184		Div.	Previ-	Wock a	nding
	RAILROADS.	in miles.	Cost.	end	of	on	Inco	me.	per	Inco	me.	per	one	Bept.	. 7.
	Portland, Saco and Portsmouth	miles.	1.200.000	debts.	shares.	p ate	Gross. 89.997	Nett. 47,166	cent.	Gross. 131.404	Nett. 62,172	6	1011	Shares.	Price
I.	Portland, Saco and Portsmouth	35				• • • •	00,001	47,100		101,401	02,172	12	66	50	
1.	3 Boston and Maine	56					178,745	68,499	6	233,101	86,401		112		
-	4 Boston and Maine extension	17 1-4		unfin.			44444	00,200	4400	200,100					
	5 Boston and Lowell	26	1.863,746				277,315		8	316,909			108		117
	6 Boston and Providence	. 1	1.886.135	none.	18.600	100	233,388	110,823	6	282,701			1121		
1	7 Boston and Worcester	14	2.914.078				40,141	162,000	6	428,437	195,163	71	1161		116
	8 Berkshire.	21	250,000	not stated			•••••	17,500	7	17,737	******				
1	9 Charlestown branch	54		• • • • • • • • • • • • • • • • • • • •					13		13,971	51	1081	94	107
	0 Eastern	54 50	2,300,031	justopn'd		• • • •	279,563	140,595	6	337,238 42,759		8	124	24	1
1	2 Nashua and Lowell	14 1-4	380.000	justopn a					8	94.588	34,944	10	123		
	3 New Bedford and Taunton	20						24,000		64,998		6			
1	4 Northampton and Springfield		11-0	unfin.											
- 1	5 Norwich and Worcester	59	,170,30	90 . 0.	16,535	100	162,336	24,871		230,674	99,464	3	67	102	69
- 1	6 Old Colony		87,82	unfin.									105		
	7 Stoughton branch	4	63,075					00.000		00 000			110	• • • • • • • • • • • • • • • • • • • •	
- 13	8 Taunton branch	11	250,000				• • • • • • • •	20,000	8	96,687	20,000	8	118	•••••	
	0 West Stockbridge	3	11 6				•••••		• • • • •			4			
6	Western, (117 miles in Mass.,)	156		4,686,202			573 882	284 432		753 753	439 679		981	463	94
6	Worcester branch to Milbury		8,431					,							1
	3 Housatonic, (10 months,)	74.	1,244,123							150,000			26	. 10	33
	Hartford and New Haven	38	1,100,000		10,000	100						6	93 ·		
	Hartford and Springfield		600,000												1
	Stonington, (year ending 1st Sept.,)	48	2,600,000	650,000	13,000	100	113,889			154,724			29	1,225	29
	Attica and Buffalo	31	330,21				45,896	7,522	••••	73,248	48,033	0		•••••	1.00
	28 Auburn and Rochester	78 26	1,796,34. 766,65	200,000						237,667 96,738		6	109 116	20	103
	0 Buffalo and Niagara	22	200,000		1,500		00,231			30,730	32,344	0	100		
	31 Grie, (446 miles,)		5.000,000		1,500								271	1,870	31
1	2 Erie, opened	53						48,000		126,020	59,075				
:	33 Harlem	26								140,685			61	525	63
	Hudson and Berkshire	31	5 ,			50	•••••		• • • •	35,029	1,789		117		1:::
	ong Island	96	1,6	392,340	29,846			50.000		153,456			614	9,700	
	Mohawk and Hudson	17 22	1,317,89: 303,658	400,000				58,780		79,804			561	189	0
	Saratoga and Schenectady	20 1-2					42,242 28,043			34,666 32,646					1
	9 Syracuse and Utica.	53	1,115,897		16,000	601	163,701	72,000			120,992		117		
	O Tonnawanda	43	727.332			0.28	76,227	12,000		114,177					
	Troy and Greenbush	6	180,000										89		
1	12 Troy and Saratoga	25	475,801				44,325	21,000		38.502		21			
	3 Utica and Schenectady	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132		
3.	14 Camden and Amboy	61 26	3,200,000		• • • • • • •							• • • •	112		
	15 Elizabethtown and Somerville 16 New Jersey	34	2 000,000			• • • • •						• • • •	951		
	17 Paterson	16	500,000					1				6	881		
	8 Beaver Meadow	26	1,000,000												
1	9 Cumberland Valley	46	1.250,000												1
1	Harrisburg and Lancaster	36	860,000										30		
1	Hazleton branch	10	120,000				• • • • • • •		• • • •				• • • • • •		
1	2 Little Schuylkill	29 40	900,000				• • • • • • • •				•••••	• • • •	•••••	• • • • • • •	1
	Blossburg and Corning		600,000			• • • •						••••	• • • • • •	•••••	1
1	55 Minehill and Schuylkill Haven.	19 1.9			7019	50			12			12	80		1
		20	800,000	20,000	2,013								61		1:::
	66 Norristown	30	400,000										104		
-	8 Pottsville and Danville		1,500,000												1
1	9 Reading	94	9,457,570	7,447,570	40,200	50				597,613	343,511		25	3,544	
	50 Schuylkill valley	10	1,000,000		• • • • • • • •		00.000		••••		•••••	••••	•••••		
1	61 Williamsport and Elmira	25 93					42,042	900 000			210 000	••••	150	E 700	1:::
1.	3 Frenchtown	16				• • • •	40,043	200,000			210,000		15‡	5,780	1 14
1.	64 Baltimore and Ohio, (1st Oct.)	188					575 235	279 409		658,620	346 946		481		1:
-	65 Baltimore and Susquehanna	58	3,000,000										24		
	66 Baltimore and Washington	38	1,800,000							212,129			84		
	67 Greensville and Roanoke	18	284,433							25,368	6,074		28		
	68 Petersburg	63	969,880 1,454,171	1 00,000						122,871	72,898	3	77		
	70 Richmond, Fredericksb'g and Potomac*		800 000		• • • • • • • • • • • • • • • • • • • •		·····			105 049	QE CO0		• • • • • • •		
	71 Richmond and Petersburg	22 1-2	700,000							185,243				•••••	
1	72 Winchester and Potomac	32	500,000	V							•••••			•••••	1
C.	73 Raleigh and Gaston *	84 1-9	1,360,000												1
-	74 Wilmington and Raleigh	161	1,800,000												1
C.	75 South Carolina	136	5,671,452	1	34,410				l	532,871	140,196	5			
	76 Columbia	66			02,310	13	201.464	77 456		328 425	180 704		P	-	
	77 Central	190	2,581,723				227,532	93 190	1		200		*****		1
	78 Georgia	147 1-2 89					240,020	1100,207	1	1248.096	1147.523				
,	80 Lexington and Ohio	40	450,000	170,000		100		•••••		35,000	15,000		•••••		
io	81 Little Miami	40	400,000			• • • • •						••••	•••••	• • • • • • • • • • • • • • • • • • • •	
	82 Mad river	40	1 152,000						1		•••••				
d.	83 Madison and Indianapolis	56	212,000	N							•••••				
	84 Champlain and St. Lawrence		1,		1	1	1		1			1000		l	1

Correspondents will oblige us by sending in their months, but including two somi-annual dividends, 1st, who has charge under the government of construction communications by Monday morning at latest.

PRINCIPAL CONTENTS.	
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AMERICAN RAILROAD JOURNA	L

AMERICA		RAILRUA	D J	UURAA	40
PUBLISHED BY	D.	K. MINOR, 2	3 Chai	mbers stree	, N.Y
Thursd	a y ,	Septembe	r 11,	, 1845.	

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 22,948 tons, and by canal 8,181 08, making 31,129 07 tons for the BY BAILROAD.

From Pottsville and Port Carbon—total. From Schuylkill Haven—total	243,786
From Port Clinton—total	13,228
Total by railroad	515,452
From Pottsville and Port Carbon-total	93,886
From Schuylkill Haven—total tons From Port Clinton	25,768
Total by canal	151,235

Total by railroad and canal		coc con
LEHIGH COAL TRAD		. 000,007
Total shipments from Mauch		Lehich
coal and navigation co.	Onuna.	- Luign
Summit mines, -	118,391	
Room run do	44.517-	-162.908
Beaver Meadow railroad and coal	co.,	62,097
	44.517-	-162,908 62,097

From Rock Port—Buck Mountain coal co.,	12,911
Wyoming Coal Trade—total	271,256
PINE GROVE COAL TRADE,—total MINEHILL AND SCHUYLKILL HAVEN RAIL	.38,126
total tons	253,256
MILL CREEK RAILROAD—total	.47,488

WESTERN RAILROAD.	
the week ending August 30).
1845.	1844.
\$10.719	\$11,652
7,187	9,383
\$17,906 his week	\$21,035 \$3,129
eviously since Jan.	33,039
	\$29,910
	the week ending Angust 30 1845. \$10,719

would increase your receipts-make it for the intershow different results.

Astonishing increase in the value of Railway Shares.

The following statement was prepared from our English Railway Journals some weeks since, with the view of showing our citizens by comparison what will be the character of railroad investments in those important roads terminating in this city.

Here we see an actual increase, of over 40 per cent, in the average value of the shares in thirty difand 20th July 1845, a period of less than eight thagena, New Grenada, with Mr. George M. Totten, certainly looks well.

January and July. This increase is not ideal, but ting a canal from Carthagena to the river Magdabased upon a steady yet regular increase of business lena, about 100 miles. The route of this canal we and dividends.

NAME OF ROAD.	share.	1st Dec.	
	£ s.	£ s.	£ s.
Bristol and Gloncester	30	36	59
Chester and Birkenhead	50	32	60
Dublin and Drogheda	60	72	115
Dublin and Kingston	100	166	1
Dundee and Arbroath	25	29	36
Durham and Sunderland	50	20	A
Edinburgh and Glasgow	50		
Edinburgh, Paisly and Ayr	50	60	
Glasgow Paisly and Greenock	25	12	21 :
Grand Junction	100	210	239
Great North of England	100	119	230 .
Great Western	80	138	215
Liverpool and Manchester	100	203	214
London and Birmingham	100	218	245
London and Brighton	50	47	77 .
London and South Western	50	73	82
Manchester and Birmingham	40	48	62
Manchester, Leades and Hull	73	88	170
Manchester Bolton and Bury		110	169
Newcastle and Darlington	24	49	56
Newcastle and North Shields	50	37	69
N. Union Bolton and Preston.	100	104	176 .
Preston and Wyre	50	18	32 1
Sheffield and Manchester	87 10	93	135
Taff Vale	100	55	104 1
Yarmouth and Norwich	20	25	. 29 1
Ulster	32	37	52
York and North Midland		100	115 .
Paris and Orleans		39	45 1
Paris and Rouen	20	38	40 1
The average amount paid of			

thirty roads, is £59 6s.; average value 1st Dec. 1844, £77 15s.; average value July 19, 1845, £109 5s.

NEW YORK AND ERIE RAILROAD. - We give on another page the businesslike address of the new president of this company, and we ask for it the candid attention of our citizens. The time has now arrived when we must all act in this matter. It will not do for us to say to our neighbor go and subscribe -let us rather say come with us, and take as many shares as you can pay for in three years—it will be the best investment you can make. Six per cent. is to be allowed on the amount paid in, until a single track is completed to lake Erie-after which it will, we doubt not, be seven, eight, nine and ten per cent., as the business finds its way over it, during the first in than is necessary—therefore look to it. four years, after its completion. But that is not all, we shall be able to live better and cheaper than we do now-and those who work at day labor, or who drive a cart, or work at mechanical pursuits, will be benefitted by the increase of business-and those who sell goods, or own houses and stores, will be benefitted by the increased demand. Come then one and all, let us go and subscribe-two millions only are required-\$1,000,000 being already secured by a few. Let therefore one hundred men take \$10,000 The increase thus for this year over last year, is each—and one hundred take \$5,000, and two hunonly \$29,910. Reduce your fare gentlemen, if you dred take \$1,000, and three hundred take \$500, and five hundred take \$100, and five hundred take each est of people to travel on your road-then you will \$100-and the whole amount will be taken by seventeen hundred persons taking from 1 to 100 shares each. Where is the business man in this city, whose face would not crimson with shame, in all time to come, at the mention of the New York and Erie railroad should the efforts of the present able board of directors fail of success ! That it may not fail, let all who have any regard for the city of their residence—any regard for their own self respect hereafter, go and put their name to the books.

ferent railways between the 30th of November 1844 from our friend Mr. J. C. Trautwine now at Car- vacuum was nearly the same at both ends. This

understand to be most of the way in a natural water course, some part of which has a sufficient depth of water, while other parts require to be deepened, which is to be done by the steam excavating machine placed in a boat; and a portion of the line will be excavated through solid ground, from one point to another on the natural channel, and this materially shorten the distance.

Mr. Totten employs the natives mainly to perform the hand labor, but his assistants and superintendents cannot claim that privilege. It is cheering to know that light is dawning upon those fertile regions, and equally gratifying that their public works are to be constructed and managed by our own engineers and enterprizing citizens.

RAILROAD CONVENTION.-The convention called at poughkeepsie for the 16th inst. in relation to the New York and Albany railroad is near at hand and we hope all the friends of that important work will be there, and that the proceedings of the convention will show that the great object in view, is to construct a railroad from this city to Albany. Let the route of the road be an after consideration, to be decided by the instruments, and the amount of business and travel, to be ascertained by competent and disinterested men, but let those who assemble at Poughkeepsie, resolve to furnish the capital and have the road buill.

To RAILROAD CONTRACTORS .- The attention of our numerous readers, interested in the letting of contracts on railroads, is called to the notice of the Harlem railroad, in another page. This company now advertize to put under contract twenty one miles, extending from the present terminus at White Plains to near the north line of the county. We hope they will not only put it under contract, but also complete it in the shortest possible period-and then go on with the work without delay, until they open a first rate road to Albany-if they intend to do it at all. We mean to hold you to your contract gentlemenand see that the \$500,000, is properly appropriated and expended-and you have no more time to do it

TTO OUR SUBSCRIBERS.—We desire to say one word. To express our thanks to those who have. by promptly paying for the Journal to the close of the current year, enabled us to make it what it is. To those who have not yet paid for the present volume we would say please remit by return mail, and thus enable us to carry it through the year with increased spirit and usefulness. To those who are indebted for past years-some two, three, some five. or more years! What shall we say? What would you say to us, if our relative positions were changed? Will you please inform us in a letter, containing the amount due, according to a statement which we send you? We rely fully upon a prompt, and favorable, response to this appeal-shall we be disap-

ATMOSPHERIC RAILWAY .- It is stated in Herapath's Journal that some experiments have been made to exhaust the two lengths of tube, 5 miles in length together, by the engines at one end. The result was that, in 5 minutes 12 inches vacuum were obtained out of 29.8, and that eventually they got it up to CARTHAGENA CANAL.—We are pleased to hear 27'4 inches and maintained it there for kours. The

By the arrival of the steam ship Caledo-curing to them a large profit in the excess of that those services were for the benefit of the nia at Boston, we have full files of the Eng-their market, over the par value. lish Railway and Mining Journals to the latest dates, which contain much of interest in relation to railways-the iron trade, mines, mous cost of parliamentary, legal, engi-financial operations, in their parliamentary etc., etc.

ly laborious session, at least so far as the railway interest is concerned.

One hundred and twelve new railways have been sanctioned, the length of which is to be raised for their construction is £58,452,-900, --- which allows £15,262, per mile, without including the amount authorised to be raised by loan, if that is included they have allowed £20,438, or over one hundred thousand dollars per mile! At the previous session 819 miles were granted, making nearly six thousand miles of railroad in Great Britain, a teritory not three times as large as the state of New York! and this is only the commencement of the system there!! Who can predict the end---and the results?

The late half yearly reports are showing a steady and certain increase of business on most of the English railroads; the natural and certain result of reduced charges.

The "Great Western," or London and Bristol road, 118 miles long with 102 miles of branches, has recently made its twentieth semi-annual report, from which we gather some interesting facts.

It appears that they have carried, within the six months, 963,337 passengers or about 60,000 more than for the corresponding period last year, or 5,235 per day, an average of 36 miles each. The receipts during the same period were £432,325, and the expenses £158,367, or 35.4 per cent. of the whole receipts. After paying all expenses, interest, and the lease of some of their branches, they which he thought could not be better timed divide 4 per cent. for six months. Its stock is than on that day. It was a testimony of gratquoted at £230, for 100 paid.

The expenses of working the road during the last three years, have been for each half year as follows, viz. from 30th June to 31st Dec. 1842. 36 per cent. of the receipts, the next six months to 30th June 1843, 37.7—to Dec. 31 1843, 34.4...to June 1844, 34.4... to Dec. 1844, 32-6 and from Dec. 31st, 1844 valuable services. To recite those services to June 30th, 1845---35.4 per cent. or an average of 35.2 per cent.

of £25 each to the amount of £2,325,000, That he would not attempt to do, but he for the purpose of carrying out their plans would remind them that many of those serof extension by new lines & branches. These portant situation of secretary and superinis governed by an honest purpose; such are shares are to be distributed pro rata among tendent of the line, that seems never to occur the men who deserve to be sought by all com-

examinations—liberal expenditures in this gent and discreet men, may economize largeworking of the line for all time to come.

GENERAL ABSTRACT OF EXPENDITURE.

	£		
Expenses before the act	90 426	12	E
Land and compensation	747 041	10	-
Land and compensation	141,041	17	•
Contracts for works	,800,641	17	•
Permanent way, timber, rails, and			
all other materialsl	,121,815	16	10
Locomotive engines, carriages, etc.	PH 1011 F		
deducting £75,000 received for			
depreciation	547,078		
Engine, house machinery, tools, etc.	27,846	15	-
Engineering, surveyors, etc	155,203		
Advertisements, printing, etc	3,865	2	10
Travelling expenses	4,427	4	1
Land valuers, purchasing land	20,003		
Law charges, conveyancing, and			-
cost of title	82,443	15	1
Stamps for debentures	14,935		
Parliamentary expenses	27,043		
Maps, plans, etc	1,661		
Office expenses, salaries, direction,	2,002		
postages, etc	42,679	7	
Experiments of Mr. Wood and Mr.	12,010	•	
Hawkshaw	3,201	11	
Reconstruction of portion of perma-	0,001	**	•
nent way between London and			
Maidenhead	56,407	2	
Maidenneau	50,407	9	•
£6	746,533,	15	-
20,	120,000,	10	

of the principal English railway companies the meeting

The chairman said-it then became his address, concluded by movinggrateful duty to bring before them a subject, itude, respect, and affection to one with whom they had long associated-Mr. Saunders-a testimony that had been long due. In the month of February in the present year a resolution was carried—that thanks be given to their secretary, Mr. Saunders, for his services; and that the directors be requested to take into consideration the best means of would be to recite every incident, however large or trivial, which had occured in the This company is about to issue new shares whole history of the Great Western railway. vices were beyond what belonged to his imthe present holders of their shares, thus se- to him. It was sufficient for him to know panies, and cherished when found.

Great Western railway. In every depart-We give the following general abstract of ment, of their negotiations with bodies or inexpenditure on this work to show the enorneering, and right of way or land expenses. and even in their legal proceedings, Mr. Parliament was prorogued by the queen All these, except the engineering and even Saunders had always been ready, in season in person, on the 16th inst., after an unusual- those look to us as excessive; yet we are de- and out of season, by day and by night, at cidedly in favor of making the most thorough the expense of his social enjoyments, and even of his domestic comforts, to give the company the advantages of his assiduity, his talent, department, if made by competent and dili- his knowledge, and his great experience of our large and complicated affairs. For such 2860 miles, a greater length than is now in ly, not only in the first outlay, but also services it was not too much to present him a use in the Kingdom ! the capital authorized which is of far more consequence in the testimonial of their respect, as thanks and gratitude were scarcely sufficient. The only question then that remained for the directors to consider was the way in which that testimonial should be offered. The testimonial presented to Mr. Saunders in August last was incomplete, inasmuch as it could only be regarded as the testimonial of the subscribers, and not of the company at large. It had occurred to the directors that the most gratifyo ing form in which to render that testimonial would be to give him an interest in that property, the prosperity of which he had so highly promoted. Their first intention was to present him a portion of the reserved fifth shares, but a legal difficulty having arisen as to how that would effect their capital, it occured to them to adopt a similar mode of proceeding, by presenting to him such a number of those fifth shares at par, the premiums on which would amount to the g same sum as was proposed if they had given him the number of shares originally intend-3 ed. That was the proposition he was directed to make to the propritors, and he did not o think that they could satisfactorily seperate There appears to be a disposition in some to pass their summer with their families and friends if they did not do an act of justice to their old, well-tried, and meritorious servant, to reward liberally their faithful and perse- and carry with them the reflection that they vering officers, as will be seen by the testi- had done that which would be conducive to monial of the Great Western company to his coinfort, and gratifying to the feelings of their secretary Mr. Saunders-at the close of his family. The hon. gentleman, who was deeply affected through a great part of his

> "That to carry into effect the resolution of the proprietors, of the 11th February, 1845, three hundred of the reserved fifth shares of the Great Western railway be transferred at par into the name of Mr. Saunders to testify their deep sense of the long and eminent service he has rendered to the company.'

> Mr. Cross seconded the resolution, and trusted that Mr. Saunders might long be blessed with health to enjoy the testimonial of their regard, and add to the benefits he had

> already conferred on the company.
>
> The motion was then put, and carried by acclamation.

> Mr. Saunders returned thanks in language which only a true man has at command, the language of the heart; of a man whose every action in his daily walk and intercourse

Chronicle, are so appropriate and so ther cle does, they would go neither to New oughly in accordance with our own views York, nor Boston for aid, but each man that we will give them in our next number, would put his hand in his pocket, and pay they should be read by every railway director and stockholder in this country, let them his ability would allow him-and thus keep employ able, honest, industrious, and indomi- the stock among themselves-and be doubly table men to discharge the duties of every benefitted by the road-first by its facilities, station; pay them well and make them re- and secondly, by the large and increasing sponsible for their doings, then, and not till dividends upon its stock. then, will their affairs be well, but not over managed.

We might give several other equally in teresting reports but will omit them in this number, and refer our readers to a tabular statement in another column of thirty different European railroads, showing the amount paid on each share, together with their market value on 1st December 1844 and 19th the estimate now if it is fairly made. We July 1845, from which a better opinion may be obtained of the general condition of the taining the views of the editor of the Evenrailway interest there, than from individual ing Gazette. cases. In this statement we have given the principal roads in Herapath's list, which contains 41 in all: and from it we desire our readers to see and feel that investments in ceiving basin of the western states and Canlines of railroads judiciously located, proper-ada west, and the city of New York. ly constructed, and well managed, are not must be evident to those who look at the only calculated to reduce the expenses of matter uninfluenced by local interests or business, and increase the value of real estate, but are also among the most certainly the western business. The Welland canal profitable investments that can be made will enable the "propellers"—in which the agement will decrease, and the amount of income constantly increase. Will they not then come promptly forward and subscribe wego or Ogdensburgh; consequently their the amount necessary to insure the immedi-freight will be deposited at a point nearest to, ate construction of the New York and Erie or from which it can be taken to its place o Railroad, in accordance with the terms just destination in the cheapest and speediest manoffered by the directors? We feel that it destined to occupy, at no distant day, a conwould be unjust to the people of this city to spicuous station among the inland cities of doubt for a moment, when so much good this country-but Oswego will have a powwould result from so little effort, yet we call erful rival in her more northern neighbor, upon every citizen who has the means to Ogdensburgh, which will most surely be tatake shares. It will be an honor to any man to have his name enrolled on the list of ital, and enterprize to develope her great natwas the victory of Waterloo, or any other land—with equal advantages from the west victory ever achieved, except in defence of take a station among the important towns or cities of this state, little anticipated by even nage.

Evening Gazette—a paper by the by which trade to her own capacious and rapidly inought to and will have a wide circulation—creasing warehouses; and if she can bring in relation to the Rome and Cape Vincent, or it to Ogdensburgh at about the same cost as

The remarks of the editor of the Railway light, as we think the writer of this arti- York, if the facilities are equal-it therefore for one, two, ten or one hundred shares as

Since writing the above we have received the circular of the committee, which was appointed to make inquiry along the line in relation to the present transportation and travel which would fall upon the road if built. The report is exceedingly favorable-yet it does not state the whole truth—the reality when the road is completed will far exceed give a few extracts from it-by way of sus

Rome and Cape Vincent Railroad.— This road—to which we made a brief allusion yesterday—is designed as a principal avenue between lake Ontario, the great re-When once well made the expense of man-business of the upper lakes is mainly to be shareholders who carry this work through, ural resources, in connection with a first rate and more creditable to the officers who shall railroad to lake Champlain, and thence to direct its affairs to a successful issue, than every important city and town in New Engtern and Canadian trade-Ogdensburgh will ber own citizens.

The great object of Boston is, unquestion-We take the following article from the ably, to divert the western and Canadian * See the address of the directors, page 589, - burgh it is beyond the natural route to New and therefore have to look to other papers for

becomes a matter of importance to the business men of this city to adopt measures which will still secure the advantages which nature and art has given them. They should move in time to prevent a turn of the current of trade too far to the north—and to us it appears that the Rome and Cape Vincent railroad will, in a great measure, accomplish that object.

Cape Vincent, it will be observed, is situated at the lower extremity of the lake, and opposite the important town of Kingston, in Canada; and about ninety miles from Rome, on the Erie canal, and the great western line of railroad. The route is mainly through a region of country rich, not only in agricultural, but also in mineral productions and inhabited by an enterprizing population. The route, it has been ascertained, is a favorable one; having no difficult grades or curves, and the road may be constructed, in the best manner, within the average of the cost of American railroads. And it is believed that the local traffic and travel of the region traversed by this road will be as great as that of almost any other section of the state, of equal extent, especially as there is little probability of a rival route nearer than Oswego on the one side and Ogdensburgh on the other. During nearly one-half of the year it will command the entire business of Canada west, from a point nearly opposite Ogdens-burgh to the head of the lake, and a fair proportion at all seasons; and also of the great north western travel through Michigan, when a railroad shall have been-as it surely will be-constructed from Kingston to Toronto and Hamilton, to connect with the "Great Western Canada railroad" to Port Sarnia, or some other port on the Huron river. In addition to these sources of business it will, of course, share with Oswego and Ogdensburgh in the immense business of lake Ontario; thus insuring to it an amount of travel and transportation which will yield large returns upon its cost, and at the same time open another important avenue for the trade of this city—too important, it seems to

us, to be lost sight of.

The distance from Cape Vincent to Rome is about ninety miles, and from Rome to New York two hundred and sixty miles-or from lake Ontario to this city three hundred and fifty miles; & from the same point to Boston it does not vary much from four hundred miles-but from Ogdensburgh the distance is about equal. Is it not important then that this road should be speedily built, that our own citizens in Jefferson and St. Lawrence counties, and our Canadian neighbors may still continue their business relations with us, instead of being diverted to other markets, and to other associations?

The Cincinnati Gazette .- Can any of our friends inform us if that excellent paper --- above named---has gone to Texas? We received it regularly until recently, but we Kingston railroad. If the people generally interested in that work, could see it in its true likely to take that course. When at Ogdens. The smoke, of its locomotive for several weeks

the Baltimore American.

cars started from Cincinnati the day before Stourbridge. J. M. L & W. H. Scovill. for Xenia, the track having been opened for brick, manufactured at South Amboy, I have goods may be conveyed from New York to Cincinnati by the lake route. The completion of the railroad to Sandusky will shorten the time. Yet we shall have nothing to fear from this competition if our road to the Ohio were finished and that great river made navigable at all seasons. We shall command the sale of Watson's Perth and Baltimore will be specified and for the sale of Watson's Perth and Baltimore will be specified and for the sale of the sale of the Engant for the sale of Watson's Perth this great enterprize to an early completion.

In coming before the public to solicit their subtrains to the latter point. In sixteen days Brick, manufactured at South Amboy, I have great central route, and Baltimore will be Amboy for some 8 or 10 years, and for the

creasing. To this date last season the Reading railroad and the Schuylkill canal transported about an equal quantity; this season the railroad has transported 354,738 tons more than the canal. The transportation of coal on the canal has decreased this season coal on the canal has decreased this season 139,476 tons, while on the railroad there has These T two companies--the Reading railroad, and the Schuylkill Navigation company-are carrying on an extensive competition. The agents of the railroad company do nearly all the coal business in the section of the country traversed by the line, and the agents and Erie Railroad Company, of one hunor engineers of the canal company do all the dred dollars each, set opposite our names, and talking through the papers.

The Baltimore and Ohio Railroad to Pitts burgh.—The citizens of Pittsburgh, says the Baltimore American, are giving intimations of a decided movement to be made at the next session of the Pennsylvania legislature for the purpose of securing the right of way for

fied, nor should they, until they have an easy and speedy communication by railroad with of said company as bonafide subscriptions. Baltimore and Philadelphia.

FIRE BRICK .--- Those who require this article will do well to look at the advertisement three millions shall have been obtained, and of Mr Brinley of Perth Amboy, N. J., in this Journal, as the reputation of his brick stands ond year, and \$45 during the third year.

With regard to the productiveness of the investment, the Board is of the opinion that the result cannot fail to be in the highest degree satisfactory. In whatever light the subject is viewed, such must

information in relation to the railroads grow- high with those who have used from differing in its vicinity. The following is from ent manufacturers, as may be seen from the stock who shall after having paid \$25 per annexed statements.

Waterbury, Feb. 19, 1844.

Having used and tested the Kearney Fire

restored to her controlling position as the emporium of the trade of the heart of the Mississipi valley.

That's IT.—The Reading railroad company, says the Baltimore American, are transporting to the seaboard about one hundred thousand tons of coal per month, notwithstanding which the supply at the mines is daily in-

T. S. Brown, acting Sec'y. The conditions of subscription adopted by the board of directors are as follows:-

"We, whose names are hereunto annexed respectively subscribe for the number of than 12,000,000 of acres, equal in extent to the whole of New England and which, by its position, will be tributary to, and naturally dependent upon this dred dollars each set appears and the second of the second agree to pay to the said company un instal-ment of five dollars per share, on such subscriptions, as soon as the same shall be required by the board of directors of said company, after the sum of three millions of dollars shall have been subscribed; upon the following conditions:

"1.—That interest at the rate of six per cent. per annum shall be paid semi-annually,

scribed and accepted by the board of directors it to this very low rate.

of said company as bonafide subscriptions.

"3.—That instalments amounting to not more than \$25 per share, shall be required within twelve months after subscriptions for three millions shall have been abteined.

"In reference to the estimates, it may be proper to state that responsible contractors have offered to take the whole work, at prices nine per cent. less than those assumed in the calculations on which they were based.

With regard to the estimates, it may be proper to state that responsible contractors have offered to take the whole work, at prices nine per cent. less than those assumed in the calculations on which they

"4.—That every subscriber to the said share on his subscription, become the purchaser of any bond or bonds issued pursuant to the act of 14th May, 1845, shall be entidy opening of the whole line of railroad from that city to Sandusky on lake Erie. The Kearney Fire Brick, and consider them at tled at any time before the maturing of such Gazette of the 20th inst. says that a train of least equal to any others, not excepting the bond, or bonds, to exchange the same to an amount equal to his said subscription for stock to this company at par."

TO THE PUBLIC.

In making the above announcement of the open-

call for the "Kearney" brick again.

J. PATTON, JR.

J. PATTON, JR.

The systematic efforts making by neighboring cities to obtain a large share of the trade of the great West, imposes upon our business men and capitalists the necessity of adopting immediate measures to retain such portion of the trade as we are entitled to by our position and great natural advantages—great it must be admitted, but not sufficient them. to the city and state of New York, the Eric railroad, we beleive, will be, when once opened from the Hudson river to lake Eric.

Who can estimate the importance of a com-munication at all seasons of the year with a porroad for ready communication with the Atlantic.—
In addition to which, at its termination, it opens upon our great inland seas, the trade of which is rapidly approximating in value to that of all our foreign commerce although yet but in its infancy. If our Atlantic commerce should be exposed to the dangers incident to foreign invasion, how vastly would such an internal communication increase in importance and magnitude. Through this avenue importance and magnitude. Through this avenue can be reached most expeditiously the Western and South-Western cities, Cincinnati, St. Louis and New-Orleans, and a large portion of the travel and merchandize would, almost of necessity, find its way through this route to the valley of the Missis-

the Baltimore and Ohio railroad to the Ohio at Pittsburgh. That enterprizing city, starting with unexampled energy from her late disaster, is displaying an unconquerable spirit which must in the end bring success to her steady and determined efforts.

We honor the Pittsburghers for their ensured agracity. They will not rest satis-

sent in exchange, appear to us to leave no reasona-ble doubt on this most important question.

To these considerations must be added the great

improvements in motive power which have recently been made, and which have demonstrated fully that railroads can, and do, compete successfully in the transportation of articles of heavy merchandize with any other mode of conveyance. While the completion of this road will thus stimulate every department of business and add millions to the value of the property within the reach of its influence, it cannot fail in dispensing these blessing to the public, to enrich in a still greater proportion the holders

of its stock.

With regard to the indebtedness of the Company, the amount of which is about 600,000, the board is the amount of which is about 500,000, the board is happy to be able to state that, owing to the liberality manifested by the principal creditors, the time of payment for most of it has been extended on satisfactory terms. The sum of \$496,639 37, is in the shape of 6 and 7 per cent. certificates, payable on the 1st of January, 1849. The holders of about one-half the remainder have agreed to settle by taking certificates of the same character, and the residue, including an amount due for work recently done on the Shawangunk summit, is in course of settlement, as the means of the Company will permit.

As an inducement for capitalists to subscribe, in-terest as will be seen above, will be paid upon the instalments, until the road is completed. This the Company will be able to do from the surplus earnings of the 53 miles of road already in operation, and such additional portions as may successively be brought into use. Should the requisite amount be at once subscribed, the whole road may be completed within three years from next spring—more than half of the work necessary to prepare the en-tire line for the rails having been done, and the sur-

Thus the whole work on which about \$5,000,000, has been expended will be represented by stock, and debts to the amount only of \$1,350,000.

debts to the amount only of \$1,300,000.

It may be proper here to state, that of the \$3,000,-000 required to be raised by subscription, more than one million of dollars have been pledged in large sums by a very few friends of the road, leaving less than two millions to be raised by additional subscriptions to secure the full benefit of the recent act of

the Legislature.

In view of the advantages of this important work, and the great inducements to subscribe to the stock of the company, the board earnestly commends it to the favorable consideration of the citizens of New-York, every one of whom, be he poor or rich, every business man, no less than the holder of real estate, has a deep interest in its early completion. completion.

In conclusion, the directors ask the aid of their fellow citzens to this the greatest public work of our country, in the advantages of which more than one million of the inhabitants of this city and state will participate. There is no other work in which they have so deep an interest; and in view of its para-

1838, is one and a half million of dollars; be the great point of attraction. but if the road be constructed of the heavy

ed to pass through Buffalo daily, during the dollars-half a million of which is to be oftravelling season-from whence there is but fered in the United States, half a million in one means of communication to the west, Canada, and the residue in London. It is namely by lake Erie. The communication desirable no time should be lost in obtaining eastward is by the falls of Niagara, Canada, subscriptions for the capital, that the work falo and Attica railroad. Notwithstanding completing the same the ensuing year. In these numerous channels, the latter is selec-behalf of the shareholders. ted as the basis on which a safe, durable, and profitable investment is anticipated.

It appears from the statistical returns furnished by the Secretary of State for New York, in March 1845, that during the year 1844, from December to April, five months, 63 persons, including way-passengers, passed each way, daily, over the Buffalo and Attica miles of said railroad, extending from the present road.—although lake Erie was not, during this period, paying all and account of the present line of Westchester county. this period, navigable-130 days X 136 passengers=17,680 at \$5=88,400. In May, October and November, the travelling increased to 126 each way. During this period the navigation of the lake is considered tree line for the rails having been done, and the surveys completed.

The directors cannot doubt that if the subject of the New York and Eric Railroad were now for the New York and Eric Railroad were now for the first time presented to our citizens, without any collateral advantages and based upon its own intrinsic merits, it would commend itself forcibly to their favorable consideration; but added to the other inducements are those of the release by the state of the \$3,000,000 loan, and the reduction of the old stock from \$1,500,000 to \$750,000, making altogether a bonus of \$3,750,000 to the new stockholders.—

Thus the whole work on which about \$5,000,000 which would yield an interest of 10 per ct. on which would yield an interest of 10 per ct. on the capital, & leave a rest of \$51,308 per year.

Way fare through Canada. This part of the line is left to balance the repairs of the road and the expenses of management. Although no remuneration is estimated, the route intersects the Welland canal, grand river navigation, port Dover and London

JOHN CHILDE, Engr. plank roads, and various other communications leading from numerous villages, and a dense agricultural population in the interior, the travel and freight from which, in addition to what will pass from point to point, is likely to yield the same returns as other lines all Masonry exposed to dampness, is well known, for the like distance. for the like distance.

Future Prospects.—Having no population or travel, to create, to insure an immediate revenue—any additional calculation may be considered superfluous—but when wesee the promptly attended to at this office. travelling over Buffalo road increase from

be the conclusion arrived at by any careful and intelligent inquirer. There is not space in an address of success. By order of the board.

of this character to go into an elaborate argument on this point, and it is the less necessary as the impression seems now to have become very general, if not notiversal, that if the road can be completed it must pay large dividends. The results obtained on the acciton already in use prove this. The great length of the work, the productiveness of the country throwhich it passes and to which it leads, the absence of all danger of injurious competition from rival routes, the numerous branches already existing or in contemplation exceeding in the aggregate the length of the main trunk, the immense market which this city will afford, for agricultural products of every description, and the boundless country whose inhabitants must be supplied with merchandize to be sent in exchange, appear to us to leave no reasonaly in a straight line, having only two gentle rapid increase of travel each succeeding year, curves in a distance of 222 miles. The grade so long as emigration continues to flow to is in no place over 15 feet for short distances, the west—a proportion of the southern popand averages less than two feet in the mile. ulation to make their annual tour to the The estimated cost from actual survey in north—and the falls of Niagara continues to

Proposed plan of Proceeding .- The capi-H rail, in the most perfect manner, the cost tal authorized by the existing act of incorpomay extend to two and one half millions.

Income.—One thousand people are suppost to increase to two and one half millions of lake Ontario, the Erie canal, and the But may be early commenced, with a view of

W. HAMILTON MERRITT.

TO RAILROAD CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the New York and Harlem Railroad line of Westchester county

Plans, profiles and specifications will be ready for the inspection of contractors on the 15th of September, when the engineers will be in attendance, to render all requisite information.

Contractors not known to the company or engineer, will be expected to produce testimonials of their capacity, ability and experience; and the best security will be required.

The work must be commenced immediately after

contracts are closed, vigorously prosecuted, and com-pleted by the first day of May next. By order of the Extension Committee.

ALLAN CAMPBELL, Chief Eng'r.

NOTICE TO RAILROAD

CONTRACTORS.

SEALED PROPOSALS will be received at the office of the Connecticut River Railroad Company, at Northampton, until the 15th of September proximo, for the graduation, masonry, and bridging, of that part of the Connecticut River Railroad between Northampton and Greenfield.

Northampton, Aug. 29, 1845.

AWRENCE'S ROSENDALE HYDRAULIC I Cement. This Cement is warranted equal to

as it sets immediately solidity for years.

For sale in lots to suit purchasers, in tight paperad harrels, by JOHN W. LAWRENCE,

JOHN W. LAWRENCE,

Markett New York.

142 Front street, New York.
Orders for the above will be received and

EARNY FIRE BRICK. F. W. BRINLEY,
Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any
shape or size made to order. Terms, 4 mos. from
delivery of brick on board. Refer to

James P. Allaire,
Peter Cooper,
Murdock, Leavirt & Co.

I. Triplett & Son Richmond, Va.

J. Triplett & Son, Richmond, Va. J. R. Anderson, Tredegar 1ron Works, Richmond, Va.

J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
Provicence, R. I.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.

THE SHE

TO IRON MANUFACTURERS. THE SUBwales, having obtained a jatent in the United States for his process of smelling Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture

of Iron according to Mr. Crane's principle.
A. & G. RALSTON & CO.,
ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quanin width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, j5a3 Albany Iron and Nail Works, Troy, N. Y.

SAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent. Papers, Surveyor and General Agent. Papers Agent. veyor and General Agent, Bangor, Me. Rail-roads, Common. Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., pre-pared, and all appertaining business executed.

LEXINGTON and OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.
On Sunday but one train, 5 o'clock a.m. from

Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort other hours as above. 1y35 PASSENGER LINES FROM BOS-

TON.

Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ and 6½ p.m.; leave Portland for Boston at 7½ a.m. and 3 p.m.

12 m., and Andover for Boston at 41 p.m.
The depot in Boston is at the corner of Canal and

Traverse streets.

Morwich and Worcester railroad.—Accommodation trains, daily, except Sunday. Leave Norwich at 6-a.m. and 4½ p.m., leave Worcester at 10 a.m. and 4½ p.m. The morning train from Norwich, and the morning and evening train from Worcester, connect with the Boston, Western and Hartford and Springfield railroads. New York train, via. steamboat, leaves Norwich for Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 2 o'clock; leave Worcester for Norwich and New York at 5½ p.m. daily, except Sundays. New York train, via. Long Island railroad, leaves Norwich about 3½ p.m. for Worcester and Boston daily, except Sunday; leaves Worcester for Norwich and New York at 7½ a.m. daily, except Sunday, and arrives at Norwich at 9½.

Fares are less when paid for tickets than when paid in the cars.

EMERSON FOOTE,

Superintendent. . Norwich and Worcester railroad.—Accom-

paid in the cars. Superintendent.

Boston and Lowell Railroad, Summer Arrangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2, p.m.; leave Lowell at 7; and 11 a.m., 2 and 5; p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger 32 trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 1‡ p.m. and 4‡ p.m.

Concord and Nashua Railroad.-Passenger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and tion with the Boston and Lowell, and Nashua and Lowell railroads, as follows: Leave Boston at 7a a.m., 11 a.m. and 5 1-2 p.m.; leave Concord at 41 at 8a.m., 11 a.m. and 31 p.m. The second train arrives in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the steamboat line to Montreal. Stages also run from Hayerbill to Stages also run from Haye treal. Stages also run from Haverhill to Stanstead and Montreal.

Woburn Branch Railroad. - Special trains Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES.—

Boston, (Col. James F. Baldwin, Civil Engineer.

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

Boston and Worcester railroad.

Woburn Centre and 9 a.m., and 11-2 and 51 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.

WALDO HIGGINSON,

Agent B & L. Bailead Co.

Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave 32 Concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 7 1-2 and 10 1-2 a.m., 4‡ p.m.. leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m. On the arrival of the two morning trains at Pitchhurg stages will leave for all the principal. Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON, Eng. and Sup't.

TON.

Eas'ern Railroad—Boston to Boston and Worcester Railroad.—Summer arrangement.—For Worcester Railroad.—Summer arrangement.—For Worcester Railroad.—Summer arrangement.—For Worcester Railroad.—Summer and Portland 7; a.m. and 2; p.m.; Newbury-port and Portsmouth 7; a.m., 21-2, 51-2, 51-2 p.m.; Salem for New York, by Long lem 7; 9, a.m., 12; 2, 21-2, 51-2, 6; and 8 p.m.; Salem for Marblehead 8; 9; 10; a.m.; 1, 3; 41, 6; 8; p.m.

Boston and Maine railroad—Upper route.

Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Sp.m.; from Newton at 7; and 10; a.m., 4 and 6 p.m.

Fares are less at the ticket offices than in the cars.

WM. PARKER, Supt.

Boston and Providence Railroad.—Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7; a.m. and 2; p.m.; for Great Falls at line, via Stonington; leave Boston every day. Sunday line, via Stonington; leave Boston every day.

Boston and Providence Rairoad.—Passund 4 p.m., and 2 p.m.; for Great Falls at modify p.m.; leave Portland for Boston at 7½ a.m. and 3 p.m.
A special train will leave Boston for A special train will leave Boston at 8½ a.m., and Andover for Boston at 4½ p.m.
The depot in Boston at 4½ p.m.
The depot in Boston at 4½ p.m.
The depot in Boston is at the corner of Canal and raverse streets.

CHARLES MINOT,
Superintendent,

Superintendent,

A special train will leave Boston at 7½ a.m., and Providence at 8 a.m. and 4 p.m.; Dedham trains leave Boston at 7½ a.m. and 7½ and 5½ p.m.; Leave Podham at 7 and 10 a.m., 2½ and 5½ p.m.; Leave Boston at 7½ a.m. and 3 p.m.

CHARLES MINOT,
Superintendent,

Superintendent,

Superintendent,

Superintendent,

Superintendent,

Superintendent,

Superintendent,

Superintendent,

Superintendent,

Ja45

N. E. cor. 12th and Market sts., Philad., Pa.

For SALE, AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender. Cylinders inside of senger trains run as follows: For New York, night err, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If reders 10 in. dia., Stroke 16 in., Cylinders inside of senger trains run as follows: For New York, night err, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If redays excepted, at 5 o'clock p.m.; accommodation and 10 a.m., 2½ and 61-2 p.

m.; Leave Boston at 8½, a.m., 12 1-2, 3 1-2 and 61-2 p.

m.; Leave Dedham at 7 and 10 a.m., 2½ and 61-2 p.

m.; Stoughton trains leave Boston at 12 m. and

T. W. & R. C. SMITTH.

Founders and May 12sf

Western Railroad. - Summer arrange-Mestern Railroad. — Summer arrangement—Passenger trains leave daily, Sundays excepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Boston; Springfield 7 a.m. and 1 p.m. for Albany; Springfield 7 a.m. and 1 1-2 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 7 1-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 p.m., lodge at Springfield or Hartford; leave Springfield at 9½ a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 7 1-2 a.m., proceed at 1 or 4 1-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston.

agent, 27 State street, Boston

JAMES BARNES. Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Railroads—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p. m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 75 o'clock a.m. and 31 p.m.; leave Taunton for Boston and Proviand 3 p.m.; leave Taunton for Boston and Frovi-at 84 o'clock a.m. and 44 p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Af-ternoon trains connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday. W. A. CROCKER, 32 General Superintendent.

Fall river Branch Railroad. - Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 74 a.m. and 3 p.m.; trains leave Fall River for NeeB p-ford at 7; and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them onward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron, sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron;

made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed. When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, 12th and Market sts. Philad. Pa.

FROM PHILADELPHIA.

By Railroad and Steamboat from Amboy. Leave For Cumberland, Hancock, Martinsburg, Harper's foot of Walnut street daily, Sundays excepted, at 51 a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Trenton, Princeton, New Princeton, New York, Early o'clock, a.m. For Frederick and intermediate Brunswick, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.—

Fare \$4. Fare \$4.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre. By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.

PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

31 PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot. Wilmington Accommodation Line. leaves the

Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 4 p.m. G H HUDDELL, Agent. 31 and 41 p.m.

town Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheel-

For Baltimore, via Lancaster, Columbia and Vork. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pannales via ful part of Pennsylvania, and romantic part of Maryland.

ryland.

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 74 a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in the 71 line.

JACOB PETERS & CO. 31

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers may be assured of a safe and comfortable passage, three every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 from the state of th

Susquehanna Line of Rail-road Cars and Post Coaches. This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumber for Sunbury, Danville, Cattawissa, Northumber land, Milton, Muncy, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, under the White Swan Hotel.

Race street, under the White Swan Hotel.

S. STILES, Agent, S. STILES, Brooks & CO., 1948.

FROM BALTIMORE

PASSENGER LINES NORTH AND PASSENGER LINES SOUTH AND

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cts. per mile. Through tick-ets are issued between Baltimore and Wheeling re-spectively, \$11. Between Baltimore and Pittsburg, \$10. Between Philadelphia and Wheeling \$13. D. J. FOLEY, Agent.

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order, 31 D. J. FOLEY, Agent.

SUMMER ARRANGEMENT-FARE **-**

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Balticed rates of fare, viz: I hrough tickets from Baltirot, 11th and Market sts. daily, except Sunday,
in more to Charleston, \$21: whereby the traveller,
10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m.
is saves \$4 25. Bear in mind that this is the great
southern Mail Line, and the only one that issues a
through ticket South. Those who patronize it will
save their money and time. Through Tickets from
Baltimore to Charleston, \$21: whereby the traveller.

For Baltimore. By Newcastle & Frenchthrough ticket South. Those who patronize it will
save their money and time. Through Tickets from
Baltimore to Charleston, \$21: whereby the traveller.

Southern Mail Line, and the only one that issues a
through ticket South. Those who patronize it will
save their money and time. Through Tickets from
Baltimore to Charleston, \$21: whereby the traveller. \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line. -Leave New York at 9 a.m. and more at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.

G H HUDDLE, Agent. 31 more at 11 p.m.; arrive in Washington at 3 a.m.;

For Baltimore, via Lancaster, Columbia arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Var. at 12 to 1 p.m.; arrive in Petersburgh, Sunday excepted, leave the Depot 274 Market st., at 174 a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York

Passengers by the above line will arrive at Richmond by 111 o'clock p.m. and Petersburg, Va. by 21 o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'-clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboot.— Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7. Fare through \$21

Morning Train for Philadelphia. The morning train leaves the depot, Pran stree

For Philadelphia, via York, Columbia and Lancaster, by the Baltimore and Susquehanna rail-road. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3 50.

CEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or Tires, made from the best iron, either hammered or rolled, from 1½ in. to 2½ in thick.—bored and turned ontside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Straight Axies, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jark Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shalting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and comparised approaching the same state. ple and economical construction, and very effective Iron and Brass Castings of all descripions.t ja451y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

them

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-

port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, Reading, Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch, Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

FROM NEW YORK

New York and Harlem Railroad Company.
Leave City Hall for Yorkville, Harlem and Mot-

Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11 a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams: 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams: 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31

New York and Erie Rail road Line.

For Middletown, Goshen, and intermediate places. For Middletown, Goshen, and intermediate places.

Two daily lines each way, as follows:—For passengers—The new, fast and commodious steamboat st. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owe-

go, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.

PASSENGER LINES FOR THE

NORTH AND WEST.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday.

Afternoon, or 5 and 7 o'clock Line .- At 5 o'clock Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to

P. C. SCHULTZ,

At the office on the wharf.

For Albany and Troy, direct, at 7 o'clock, P.M., fro n the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M.,

to Lo. on and Albany; 8½, do., do., do.; 10½, do.,
do., do.; 2, P.M., to Boston and Albany; 4, do.,
do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do.,
do.; 12, M., or on arrival of the Boston train; 3,
P.M.; 6, P.M., or on arrival of the Boston train.— Fare, 121 cents.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 3'clock, A.M., daily; do., do., 31, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

1 L. R. SARGENT, Superintendent.

Lake Champlain Steamboals.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Pas-sage 2, breakfast on board.—The Francis Saltus, Capt H. G. Tisdale, leaves Whitehall, Tuesdays, Thindens and Saturdays at 6 o'clock am and Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS,

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

PASSENGER LINE EASTWARD.

Long Island Railroad Company. -Trains run from Brooklyn depot.—Boston train, 81, a.m., daily, stopping at Farmingdale and St. George's Manor; ac ping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train at 61, a.m., and 21, p.m., daily, for Brooklyn and

intermediate places.

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Regular Mail Line between New York and Boston via Stonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and with the Stonington and Providence railroads, and America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passage or freight apply on board, or to

P. C. SCHULTZ,

P. C. SCHULTZ,

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Critten len, will leave on Monday, Wednesday, and Friday. Steamboat Kuickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturdays.

Steamboat Kuickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturdays.

New York and Boston Railroad: Massachusetts Capt. Comstock; Mohegan, Capt. —; Narragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays, at 6 o'clock, p.m., from New York, and from Stonington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 6½, p.m. The Rhode Island on Mondays, Wednesdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence railroad: Massachusetts, Capt. Monchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays, 16 o'clock, p.m., from New York, and from Stonington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 6½, p.m. The Rhode Island on Mondays, Wednesdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence distributes a contraction of the mail train, which leaves Boston at Saturdays. Via Newport, Language and Friday. Steamboat Kuickerbocker, Capt. A. Houghton, will leave on Tuesday, Thursday, and Saturdays. Via Newport and Providence distributes a contraction of the mail train, with the Stonington and Providence railroad: Massachusetts, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, Capt. Thayer.

New York and Boston Railroad Line, via Nor-wich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wed-

needays, and Fridays.

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage. 31

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street,

Hossalonic Railroad; Bridgeport and New York.

The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified.

R. B. MASON,

Superintendent.

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Railroad Line—Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 43 o'clock, P.M. Fare in
first class cars, 34. Second class cars, 3.

Passengers will procure their tickets at the office
foot of Liberty street. Philadelphia Baggage Crates
are conveyed from city to city without being opened
by the way. Each train is provided with a car, in
which are apartments and dressing rooms expressly
for the Ladies' use.

31

Camden and Amboy Railroad

Line.—For Philadelphia
and intermediate places. Leaves Pier No. 2, North
River, foot of Battery Place, by Steamboat to South
Amboy, daily, Sundays excepted, at 5½ o'clock A.M.
Passengers will take the cars at South amboy. Fare
to Philadelphia, 3. Forward deck passengers,
2 25. To Freehold and Monmouth, via. stages
from Hightstown, 1 50. To Spotswood and West
75 cents. To South Amboy, 25 cents. To Perth
Amboy, Tattens, Rossville and Tuffts, 12½ cents.
The steamboat Independence will land at each of
the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

Non Leave Pailroad and

New Jersey Railroad and
Transportation Company. — For
Newark. Fare 25 cents. Leave New York at 8, 9,
and 11 o'clock A.M., and 121, 2, 3, 41, 61, and 8
o'clock P.M. Leave Newark at 7, 71, 8, 9, 101,
A.M., and 14, 4, 51, 71, 91, P.M. On Sundays,
leave New York at 9 A.M., and 41 P.M. Leave
Newark at 112 A.M., and 91 P.M.
For Elizabethtonn. Fare 311 cents. Leave New
York at 9 A.M., 121, 2, 41, 61 P.M. Leave Elizabethtown at 7, 71, 8, 101 A.M., 31, 61, 91, P.M.
For Rahway. Fare 311 cents. Leave New York
at 9 A.M., 121, 2, 41, 61 P.M. Leave Rahway at
51, 71, 71, 111, A.M., 3, 61, 9, P.M.
For New Brunswick. Fare 50 cents. Leave New
York at 9 A.M., 4, 41 P.M. Leave New Brunswick
at 51, 71, 11, A.M., 81, P.M. On Sundays,
leave New York at 9 A.M., and 41 P.M. Leave
New Brunswick at 12 M., and 42 P.M. Leave
New Brunswick and intermediate places, including
the ferry, 565 per annum. New Jersey Railroad and

the ferry, 365 per annum.

Paterson Railroad. Leave
New York, 9½ A.M., 12½, 5½ P.M.
Leave Paterson, 8, 11½, A.M., 4 P.M. On Sundays,
leave New York 9½ A.M., 5½ P.M. Leave Paterson, 8½ A.M., 4½ P.M. Passengers are advised to
be at the ferry a few minutes before the stated hours
of departure. Office 75 Courtland street. 31

Morris and Essex Railroad. Leave New York, 8 a.m., 41 p.m. Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent.

South Ierry.

U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, at 6½, a.m., 5½ p.m. Passengers by the morning train to Scheolectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., except Sundays; 7½ do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains.

L. R. SARGENT, Superintendent.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



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SECOND QUARTO SERIES, VOL. I., No. 38.]

THURSDAY, SEPTEMBER 18, 1845.

[WHOLE No. 481, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING. One page per annum. \$125 00 One column 50 00 One square 15 00 One square "

ENGINEERS and MACHINISTS.

ENGINEERS and MACHINISTS.

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TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
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HINCKLEY & DRURY, Boston.
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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSES. EDITORS.—
As your Journal
is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the par-ticular plan of the con-struction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attend-ing the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

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JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

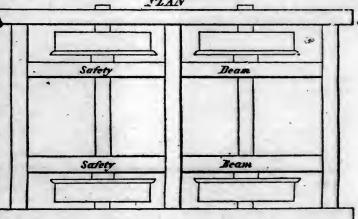
W. L. ASHMEAD, Agent.

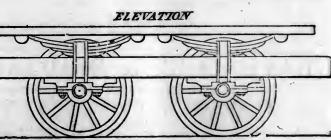
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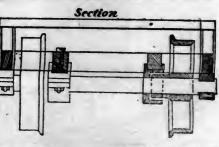
JAMES ELLIOTT, Sup. Motive Power,

W. L. ASHMEAD, Agent.

They have for some time been applied to passenger cars and the new Jersey railroad and transportation office, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrantthem fully equal to the best spikes in market both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

These Arresters a an entirely different The form is such that

PATENT RAILROAD, SHIP AND BOAT
Spikes. The Troy Iron and Nail Factory keeps
constantly for sale a very extensive assortment of
Wrought Spikes and Nails, from 3 to 10 inches,
manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-

mon spikes made by the hammer.
All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BULDEN, Agent. Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron mer-chants in Albany and Troy; J. I. Liower, 222 Water St., New York; A. M. Jones, Philaderphia; T. Jan-viers, Baltimore; Degrand & Smith, Beston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Director: and Managers are respectfully invied to examine an improved SPARh ARRESTER, recently patented by he undersigned.

Our improved Spark Arresters ave been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an novance from sparks or dust from the chimney of engines on which they are

These Arresters are constructed on the public an entirely different principle from any necessities one to the public The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chimney, and by the centrifusmoke and sparks passing through the chimney, and by the centrities and force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Renselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Maccn, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

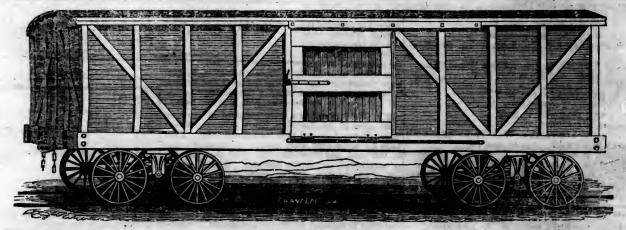
Philadelphia, Pa., April 6, 1844. ble terms. ja45 . The letters in the figures refer to the article given in the Journal of June, 1844.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by
FORCE, GREEN & CO. New York.

PATENT CAR AND TRUCK DAVENPORT & BRIDGES'



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

F by sit an we need in an window Dr. will Co Do atte

M

or

RAILROAD IRON AND LOCOMOTIVE.
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS.

etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Mar. 20tf

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with any pattern and size, with Axles fitted, also with any pattern and size, with Cocomotives.

Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders.

The works being on an extensive scale, all orders.

Albany, N. Y.

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice of personal supervision. Applicaitons must be post paid.

O RAILROAD COMPANIES AND BUILD-T ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to ½ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting logether, with serew joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Wainut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,

President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Orc, of the first quality, at Ralston, Lyonning Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, manufacturers with small capital. For pamphiets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be scen specimens of the coal and ore.
W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square fect, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451

feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven.

Store house—a range of buildings for storage, etc.,
200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 51x25 feet.

Also—A lot of land on the canal, west side of

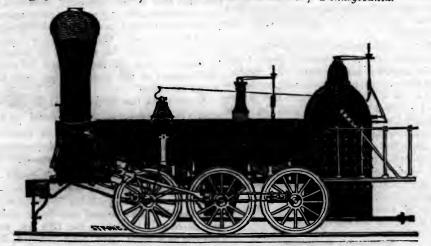
Parker st., containing 6000 feet, with the following buildings thereon standing:

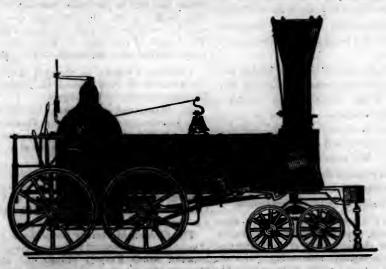
Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., Cinnadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

NORRIS' LOCOMOTIVE WORKS. BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1, "	15 i	nches Dia	meter of	Cylinder,	X	20	inches	Stroke.	
46	2,	14	- 66	"	ű .	X	24	· 46	23	
"	3,	144	× ee .	. 66 /	a a	X	20			
. 66	4,	121	. 46	22	66	X	20	- '66	66 ?	52.
e 66 °	5,	111	` "		46	X	20	-16	. ".	
"	0	101	"	- "			10		"	

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives, Tenders and Cars.

NORRIS, BROTHERS.

Boston courier of 4th inst., to show, not share in any corporate property, and what is lent investment. The first instalment of only the sagacity of the veteran editor, but still more unfortunate, our whole available twenty dollars per share, is payable on the only the sagacity of the veteran editor, but also to express our regret that the fate usual to those who are in advance of the age in ity of the city where we earn our daily bread. which they live, has fallen to his lot. It we have a desire that the Commonwealth, pany will be met without unnecessary delay. Certainly does not follow, though many people cannot understand how it can be otherwise, that he who advocates a particular improvement has a direct personal interest in Courier advocates particular measuresthough it may not increase the value of his house or his store. To him it is enough that it will benefit Boston, and promote the interest of his fellow citizens, and therefore it is
that we the more regret to learn that he has not houses and stores and shares of corporate property to be benefited by the accomplishment of these enterprizes, the importance of which he foresaw so many years ago, when many others, who claim much credit for their sagacity and efforts, doubted.

OGDENSBURG RAILROAD.—Is it important to the advancing prosperity of Boston, that there should be an avenue between the city and the great western lakes? No person who looks at the map, and considers the advantages that are offered by the immense regions which border on those lakes, will hesitate for a moment to answer this question in the affirmative. The question is presented to our citizens almost daily, and is met with a decided, yes. Then comes another question -What direction shall that avenue take, and at what point shall it touch one of those lakes, or the stream which connects them with the Atlantic ocean? And the answer to this in. this road. terogation is hardly less decided and uniform and make no more ado about it.

The editor of this paper was one of a small number of gentlemen, who held a series of meetings near twenty years ago, at a private room in State street, to deliberate upon the and Boston, and to talk over the expediency of calling a public meeting to take the matter into consideration. Subsequently a meeting -not a very large one-was held, and the

of the people:—and it seems to us, that this rail during the present autumn, if iron can project of a railroad to Ogdensburgh is one be obtained at a reasonable rate. The reof the most important, in view of the im- mainder of the route will be renewed early its success; and we can well see why it has mense internal commerce which it assuredly in the next season. been, and is, that the editor of the Boston would bring to Boston, that has yet been presented. It is one, which seems to stand by St. Johnsbury Vt. Caledonian of the 9th inst. itself, and appeals to the good sense and judgement of our fellow-citizens, without ref. Bradford last Thursday, another at this place erence to any other existing or contemplated on Friday, and one at Barton on Saturday. ever interfere.

the northern part of the state of New York, at Barton. It is just the time now for every by this proposed connnection with Boston, well wisher of the project to put forth his nor of the increase of business which it would mightiest efforts." bring to us from that region. But let us have a railroad to connect us with the great western lakes—a road of our own—an avenue over which Massachusetta and Boston may have the control. To this there can be the "Central" company decline the overtures no reasonable objection on the part of other of the Concord and Lebanon company. cities-and there ought to be no jealous fears that there will not be trade enough between the western and Atlantic states to satisfy the tion of this road will probably be commenced wishes of every commercial city. Let us have a railroad to Ogdensburg !

Housatonic Railroad.

The following statement from the Bridgeport Standard, seems to show a determination to make the necessary improvements in

rogation is hardly less decided and uniform This is right, and we shall be highly grat-Ogdensburgh. Let us then take hold, ified to see the improvement made, as there ing a road from New Haven, via Derby and make no more ade about it. is no place in the country more entitled to credit for extraordinary exertions to accomplish a laudable object, or for good resolution to persevere under sad disappointment, than advantages that might be derived from a rail-Bridgeport. We hope they may succeed and Waterbury. road communication between Ogdensburg be fully compensated for all their losses incurred, in consequence of their generous efforts in the cause of public improvement.

STOCK ALL TAKEN .- It will surprise some subject was discussed. But the public mind of our readers, says the Editor of the Standhad not then received the impetus, which has ard, to learn the new stock of the Housatonsince moved the people to engage in this species railroad company, amounting (with the between Athol Factory village and South cies of internal improvement, and to construct surplus and forfitted stock,) to more than 11,- Orange, (Mass.) on the Vermont and Massarailroads, diverging in almost every direction ood shares, has been disposed of. In this chusetts road. from the capital of this state, till Boston has city. on the line of the road and in New become a rival to the proud "Commercial York, about 5,500 shares were subscribed ROAD.—Very Emporium" of the country. We believed for, and it is understood that the balance has then, that the project was practible, and prom- been taken by Boston capitalists. These perity presented. We have never changed our opinion, and we entertain the same views now.

weeks, in reference to the construction of railroad from this city, through Freepor Brunswick, etc., to Gardiner and Augusta.

The show is from the Darken of prospective presented and presented and prospective presented and prospective presented and presented we have no personal interest in the con-the books were closed, the stock has been struction of a railroad in any direction, seper-quoted here at a handsome premium, and to another; we doubt not that the succes of

Boston and the Western Lakes ate from the interest of the city. We are not since the Boston people have looked into the we take the following article from the so fortunate as to be the owner of a single business, the stock is regarded as an excel-

The Northern Railroad Extension .- The sic rivers railroad. Our paper goes to press We say nothing now of the advantages to too early to report the result of the meeting

So we think that the present is the time to secure the construction up the valley of the Connecticut from Lebanon, in as much as

Saratoga and Washington Railroad. next month. The second instalment of \$5 per share will be due on the 15th inst. and as soon as it shall have been received, the whole line will be put under contract for grading, bridging, etc. It is thought the road may be ready for the rails by next June.-The length of the route, as surveyed, is 41 miles; capital stock \$600,000.—Troy Whig.

Humphreysville, to Waterbary.

Mr. Broadhead is surveying on the route from Hartford to New York via Danbury.

Should both these roads be constructed, the former will connect with the latter at or near

The surveys of the Northampton and Greenfield (Mass.) railroad have been commenced, under the superintendence of Capt. Childe. The first instalment of \$10 a share has been called for, and geneally paid.

The Greenfield Gazette states that a corps of engineers commenced surveying last week,

THE KENNEBEC AND PORTLAND RAIL-ROAD.—Very active movements, it is well known, have now been going on, for several weeks, in reference to the construction of a railroad from this city, through Freeport,

The above is from the Portland Adverti-

the Atlantic and St. Lawrence railroad will cerning the water power of Rochester, and or on the seaboard, in a few hours. This we give rise to others, and that Maine will event- its manufacturing resources : ually have her full share of railroads, by which she can bring her rich forrests of lumber of various limbers of various limber ber of various kinds to market.

Hartford and New Haven Railroad. The annual meeting was held at Hartford on Wednesday. The following gentlemen com-

pose the new directors, viz:

Chas. F. Pond, David Watkinson, Hartford; Elisha Peck, Jas. Boorman, Henry Young, New York; Fred. R. Griffing, Guilford; Jas. S. Brooks, Meriden; Chester W. Chapin, Springfield; Jas. Brewster, New Haven;

At a subsequent meeting of the directors Chas. F. Pond was unanimously re-elected be a fair beginning and we doubt not the re-President; Horatio Fitch, Secretary; and sult. Jas. H. Wells, Treasurer.

A Saving in Fuel on Railways .- We understand that two eminent French engineers and ship builders of Havre-de-Grace have come over to London for the express purpose of taking out a patent for the saving of fuel in the propelling of locomotives on railways, and also for steam vessals. The saving is by a concentrated heat power, when less than a quarter of the regular quantity of coal or coke is required, whilst it will have a much larger force than at present, and unattended to meet them on equal terms. with the fear of an accident. The invention and the leading directors of the different railways throughout France, where a patent is also being taken out.—[Mining Journal.]

Rochester.

"Shall it become a manufacturing city," seems now to be a question commanding the attention of many of her prominent citizens as we learn from the "Democrat" of the 2nd inst. At a meeting on 29th ult, a committee appointed at a previous meeting, reported that they had obtained subscriptions of \$20,-000, and promises for \$16,000 more, towards the establishment of new manufactures, and after a free discussion the following resolution was offered and unanimously adopted.

"Resolved, That in the opinion of this meeting, every person owning property in this city is deeply interested in the establishment of such new manufacturing business as shall serve to employ the water power of the city to greater advantage, and at the same time to furnish employment for the industry

and enterprize of our citizens.

An additional committee of twenty-two gentlemen were appointed to circulate subscriptions for stock, and take such other measures as they may deem proper to forward the work. The following are their names: S. C. Jones, L. Brooks, J. Field, E. Peck, Wm. Pitkin, E. Moore, Wm. Mc-Kuight, L. Selye, A. Hubbell, J. W. Saw-yer, D. Perrin, W. Brewster, J. Haywood, C. H. March, N. Cherr, F. L. W. G. H. Mumford, N. Osborn, E. Lyon, Wm, Kidd, F. Starr, G Cobb, D. and L. Graves, and J. Graves.

The meeting adjourned to meet again next Friday evening.

The wonder to us is, that Rochester has not before adopted this course, it is not even now too late-and we therefore look forward to the period when she will not only employ all the water power now unoccupied, but also introduce the use of steam power for the same purpose. Rochester will ultimately become as famous for her cotton and woollen mills as for her flouring mills. Let there

Projected Railroads in Canada.

We find the following remarks in relation to the canadian railroads, in the St. Louis New Era of 27th August. We agree fully with the editor-a friend of other years, in his remarks that " they should be carefully observed by our government, and proper steps taken to counteract them" by the construction of other roads that we may be able

"The projected railroads in Canada, says the has been patronized by the Minister of Marine, editor, will have an important effect on that region. The railroad from lake Ontario to lake Huron will be very important for commercial purposes, and also a very great engine of power in case of war. These Canadian roads should be carefully observed by our government, and proper steps taken to counteract them. Roads should be made so as to enable our government to concentrate a powerful military force upon any part of our frontier in the shortest possible period of time. Railroads as means of national defence now become indispensable, on account of the canals, railroads and steamships of Great Brit-

We admire the enterprize of our Canadian neighbors, and also the liberality of the home government-more indeed than their judgsimilar works so much needed in the wes-Charleston and Savannah through Ohio,

must do in self defence—less than this would be inexcusable in our people when our powerful neighbor is opening an easy communication from the Atlantic ocean to, and between the great lakes.

The period is not distant, we desire our friend of the New Era to bear in mind, when the important lines we have mentioned will each be able to run a train of cars with a thousand passengers to that immense depot which is to be built for their accommodation in his own growing yet now infant city, St. Louis. Who is there now living that can read its destiny? who can foretell its splendor when it becomes the central city, and capital of this great nation? Whoever he may be that can—he hardly dare do it, as it would inevitably subject him to the ridicule of his wiser? neighbors who see it not, and, therefore they will not believe that it can oc-

We hope to have leisure soon to call attention to the importance of early action in relation to the extension of the southern road to the Mississippi. South Carolina and Georgia have accomplished much under the circumstances. They have together constructed over six hundred and fifty miles of railroad, and it is now the duty of the adjoining states of Tennessee and Alabama, to extend those lines into their fertile regions, by which their own people will be greatly benefited and the enterprize of the people of Georgias and South Carolina will be more justly rewarded. We shall call upon Tennessee to move first—and soon, now is the favorable moment

The Iron Trade. - The following remarks in relation to the iron trade are from the last London Mining Journal, of the 2nd August. The closing remarks of the editor are exceedingly appropriate and just, and we hope they may have their proper influence upon the iron masters of Great Britain.

The consideration of the circumstances affecting that staple commodity of so large a portion of the kingdom-iron-is always of immense importance, and becomes particument in some of their expenditures—and we useful application in the arts is daily being hope to see them press forward their contem- vastly extended. In addition to the immense plated railroads in Canada West, as that if demand for sheet-iron for the purposes of shipnothing else, will insure the construction of building all round our coasts, its application to smaller articles of commerce for domestic tern states. Let them complete their rail-tity, but the greatest, increase in the future and agricultural uses consumes a vast quanroads between lake Ontario and Huron, or demand for iron will be for railways, both Detroit, and we shall then have, not only a here and on the continent. In this country railroad from the termination of the New alone, the numerous gigantic undertakings York and Erie—indeed from Buffalo, thro' which have already received the royal assent, Pennsylvania and Ohio to Detroit in Michi-ble before the approaching prorogation, legal are estimated at 1800 miles, and it is probagan, to Chicago in Illinois and to St Louis powers will have been given for the construc in Missouri! but also a connection between tion of two thousand three hundred miles of it and the present great lines from Baltimore, railway, the majority of which being double lines, we may take in round numbers at 8000 miles of rails, to which must be added chains, Tennessee, Kentucky, Indiana and Illinois | bolts, sleeper iron, extra lines and machinery The following gentlemen were appointed and thus be able to concentrate any desirable at stations, besides what is required for the a committee to collect facts and statistics con-force, either at any given point on the lakes, working stock, which will, of course, be put

be required in the next two years, without ly make of South and North Wales, Stafford-reckoning a single pound for foreign demand shire, Yorkshire, Lancashire, the north of England, and in Scotland, is estimated at number of furnaces in Belgium, France, and 6700 tons per week, and as more furnaces other parts of Europe, or the "go-a-hend" will continually be blown in, and in each style in producing iron, which the Americans session fresh railway schemes will be ready are attempting, it is certain that a large de- to be proceeded with, a continual and regumand for iron in England will arise from lar weekly make of iron may be depended the foreign railway schemes, many of which appearent this source alone for years to come. have already broke ground, and all are anx. The question now arises—will this apparent ious to begin. For the last three or four ly prosperous state of things be of that stable months the iron trade has been in a desponding benefit to all concerned in the iron trade, as ing state, declining prices and increasing from the nature of things it ought? We stocks have continually harassed the manu-trust it will--it is true, on other occasions of facturers, and occasional strikes of the men, unexpected prosperity, prices have run up te when an unavoidable decrease in wages was a most unhealthy figure, large fortunes have announced, added to the gloom; there is, how-been made in an incredible short time, only ever, now a prospect of steady demand for to be lost again on a sudden withdrawal: in iron for many years, the continuance of which the excitement of the receipt of extensive or-

in hand to be ready on the cempletion of the A regular demand of 12,000 tons per week lines, creating at least a demand for railway would employ all the furnaces at bresent in iron, amounting to 1,200,000 tons, which will make, and double their produce. The week-

even as high as 70 to 80 per cent. were made on the workmen's wages, but no sooner was the bubble burst, than an attempt at an equivalent reduction caused strikes and outbreaks, dissipation, and complete idleness. Having thus seriously felt the evils of wide fluctuations in the market, it is to be hoped the masters---and it rests with themselves---will prevent unusual excitement in the trade---let them as a body be content with a good profit, and not attempt to grasp'a fortune in a day, because that profit is good---let them secure to the workmen a fair, nay, even a liberal, return for his toil and danger; and instead of those ruinous changes in price which make trade a game of chance, and which defies calculation, they will secure a very large, and, what is better, a long-foreseen steady return for their capital; it is only under such circumstances the trade can really flourish, and, with a steady determination to pursue such a course under the approaching demand, it much depends on the masters themselves.—'ders, and the securing high prices, additions' must flourish, and that for years to come.

TRAVELLERS' RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT. An Alphabetical list of the Distances, in English miles, of the Principal Towns from London, to which are added, those between some of the Continental Towns. Abbeville. 190 Frankfort O.M. 544 Moscow. 1396 Aix-la-Chapelle. 330 Frieburg. 739 Naples. 1450 Ansterdam. 248 Gand. 177 Neurenburg, from Arnhem. 270 Geneva. 1080 Frankfort O.M. 126 Baden-Baden. 650 Gratz, fm. Vienna. 120 Neurenbg, f. Leipzig 159 Basel. 780 Hague. 212 Offenburg. 608 List of Railroads Now Open on the Continent, and the Fares. The Fares are in the Coins of each Country, and reduced into English Currency : th. thalers and silbgros; g. guilders, krentzers and cents; fr. francs and centimes. FROM MILES DESTINATION. FIRST CLASS. [SECOND CLASS s. D. 6 0 3 0 1 15 4 6 1 40 2 4 Aix-la-Chapelle 43 Cologneth. Amsterdam 25 Utrechtg. 1 80 Arnhem.....fr. Amsterdam 2 50 2 28 3 25 2 7 Antwerp 150 21 .. 16 10 16 .. 12 10 Antwerp Cologne fr. 10 50 8 5 2 12 4 5 10 60 8 6 Antwerp 96 13 50 10 10 Antwerp Munichg. Strasburgfr. Augsburg 39 3 .. 6 0 Basel Berlin 200 Dresden Frankfort on O.th. 1 15 4 6 3 20 11 0 2 10 7 0 Berlin Berlin Leipzigth. Magdeburg ...th. 5 15 16 4 20 14 0 .. 20 2 0 3 5 9 6 Berlin Berlin Potsdamth. Berlin 15 1 6 16 7 8 .. io i o Bonn..... .. 10 1 0 1 18 4 10 .. 18 1 10 Breslau 2 16 Oppeln.....th. Brunswick 2 0 Hanover.....th. Colognefr. Valenciennes ... fr. 20 50 16 5 12 5 3 10 3 4 142 Brussels 15 50 12 4 75 Brussels 6 .. 3 .. 1 30 4 10 5 0 The direct Fares from London are at the following reduced rates. Budweis.... Lintzg. Carlsruhe Badeng. 2 6 5 6 6 10 1 . 1 8 2 12 3 8 1 8 3 10 Via ANTWERP & Via OSTEND and From Offenbourg g. Leipzig th. Magdeburg th. Magdeburg th. Mainz g. Wiesbaden g. Amsterdam from COLOGNE. from COLOGNE. 3 18 2 8 Carlsruhe 48 LONDON. ROTTERDAM. Dresden 2 8 6 10 ... 25 2 6 2 6 3 6 2 42 4 6 3 65 6 1 ... 51 1 5 1 12 4 3 5 6 45 11 3 6 33 10 11 3 6 33 10 11 9 9 5 7 5 Out, or Single Journey. Out, or Single Journey, Exclusive of Railroad Fares. 1 8 3 10 ... 18 1 10 1 27 2 5 1 48 3 0 2 45 4 1 ... 30 0 10 ... 26 2 8 3 30 5 10 2 12 3 8 4 30 7 6 4 24 7 4 5 7 7 Dresden To the follow Dusseldorf.... Frankfort O.M. Frankfort O.M. Chief cabin | Fore cabin Chief cabin | Fore cabin | Chief cabin | Fore cabin Chief cabin Fore cabin Chief cabin \pounds s. D. \pounds s. D. \pounds s. D. \square Sonn.... \square 2 18 6 1 19 10 \square Sonn.... \square 2 19 9 2 0 6 2 3 3 Neuweid \square 3 3 11 2 2 4 2 8 1 Coblence. \square 3 4 11 2 2 10 2 9 0 Bingen... \square 3 10 1 2 5 2 2 13 9 Bieberich. \square 3 11 1 2 5 9 2 15 3 Wiesbaden \square 3 11 1 2 5 9 2 15 3 Wiesbaden \square 3 11 4 2 5 10 2 15 5 Mannheim \square 3 15 6 2 8 8 2 19 6 Children under 10 years of age, half price: for does. 21 26 £ s. D. £ s. D. £ s. D. £ s. D. 47 Amsterdam ... g. Mannheim ... g. Altenburg ... th. Hague 3 1 13 3 1 11 5 1 1 15 2 1 16 2 0 1 15 6 1 17 0 9 1 17 9 2 1 9 3 1 18 5 2 3 2 0 1 19 0 2 3 9 5 1 18 6 2 3 5 6 2 1 4 2 7 6 Hiedelberg ... 33 73 52 Leipzig..... Mannheim Baden g. Mannheim.... Carlsruhe g. 8647727 10 3 10 11 Mannheim.... 4 24 7 7 . . 5 7 . . 5 15 25 12 Mannheim.... 6 33 10 11 9 25 7 5 9 25 7 5 19 50 15 7 27 ... 21 7 3 ... 2 5 15 ... 12 0 Ostend 92 Ostend..... 89 169 Aix-la-Chapelle fr. Cologne fr. Corbeil fr. Ostend Children under 10 years of age, half price; for dogs, half the price of fore cabin is charged; on carrieges, and horses booked in Londou direct for the Rhine, a considerable reduction is also made. 20 75 16 2 40 1 Ostend Paris 12 60 10 Paris Orleans fr. Rotterdam, W. Smith, and Mr. P. A. Brussels, W. Middleton. Van Es. Paris, F. Spiers. 16 ... 12 10 ... 80 0 8 2 ... 1 7 2 ... 1 7 13 . . 10 6 . . 60 0 6 1 50 1 3 84 Rouenfr. St. Cloudfr. St. Germainfr. Paris Havre, P. Albrecht. Havre, P. Albrecht. Rouen, Company's Office. Dieppe, D. L. Chapman. Boulogne, W. Hughes, Dellatre. Calais, A. Spiers. Hamburg, G. Delaval. Van Es. Cologne, J. Simonis. Aix-la-Chapelle, J. A. Mayer. 2 ... 1 7 16 ... 12 10 3 29 6 8 Versaillesfr. 1 50 1 Rouen 13 ... 10 2 30 5 6 Parisfr. Spa, Dommartin. Antwerp, C. Brequigny. Ostend, St. Amour. Gand, L Van Aken. Vienna 40 Glognitzg. Gratzg. Vienna 11 12 23

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he St. Lawrence canal	1				-							
s and Port Cardinal		2	7	200	45	9	50	90				
		2	11 1-2		45	9	50	90	672,		73	
Plat		1	3 1-2	200	45	9	50	90				
Plat's point	3-4		48	200	55		100	150	865,	372 1,665,6	63	
Plat's point's point	3-4 11 1-2		00 -	200	45	9	80	120 120		087 275,4 ral. 400.0		
Plat  1's point	3-4 11 1-2 11 1-4	9	82 1-2			25	OU	140	old car	141. 4UU,U	100 PM 100	
Plat  1's point  1l, passing the Long Sault rapids  nois, do. Coteau, Cedars and Cascades road, do. Lachine rapids	3-4 11 1-2 111 1-4 8 1-2	9	82 1-2 44 1-2		40	1	1		1 001	233 GA A		
Plat  1's point  1, passing the Long Sault rapids  nois, do. Coteau, Cedars and Cascades road, do. Lachine rapids  ent of do	3-4 11 1-2 11 1-4 8 1-2	9 5	44 1-2					• • • • •	. 1,001,3	333 64,4		
Plat  1's point  1l, passing the Long Sault rapids  nois, do. Coteau, Cedars and Cascades road, do. Lachine rapids	3-4 11 1-2 11 1-4 8 1-2	9			24	6	36	60		64,4 000 440,0	39	
Plat  a's point  l, passing the Long Sault rapids  nois, do. Coteau, Cedars and Cascades road, do. Lachine rapids  ent of do  otal from lake Erie to the sea	3-4 11 1-2 11 1-4 8 1-2	57 9	44 1-2  525	120	24	6	1844	~~	200,0	000 440,0 Value	00 1,409	•
Plat	3-4 11 1-2 111 1-4 8 1-2 12 66	57 9 in	44 1-2  525	120	24	Div.	1844. Incom	~~	200,0	000 440,0	39	
Plat	3-4 11 1-2 111 1-4 8 1-2 12 66 Length	9 5	44 1-2   525   74   Cost.   2,800,6	200 120 Gros 930,2	24 1843. ncome.	Div. per cent. 0	1844. Incom	~~~ e.	Div. per cent.	000 440,0 Value   of	00 1,409	· ·
	Black river canal   2   Cayuga and Seneca   3   Champlain canal   4   Chemung   5   Chenango   6   Crooked lake   7   arie — enlargement of   6   Genessee vailey   9   52   miles opened   cost \$1,500,000   0   Oneida lake   1   Oswego   2   Beaver division canal   3   Delaware canal   4   French creek   5   Seneca river towing path   6   Columbia railroad   7   Eastern division   8   funiata canal   9   Portage railroad   0   Western division canal   1   North branch Susquehannah canal   2   West   " " "   3   Hocking canal   4   Miami canal   5   Miami extension   6   Miami northern division   7   Muskingum   8   Ohio   0   Wabash   0   Wabash   0   Walbonding   1   Western road   2   Sundry works   3   Maume canal   4   Sundry works   5   Central railroad   5   Southern railroad   5   Southern railroad   Conestota   Delaware and Chesapeake   Schuylkill   Farmington   James river and Kenhawa   Middlesex   Port Deposit   Delaware and Raritan   Southarn Raritan   Southarn Port Colborne to Port Dalhousi, ton branch to Dunville   not addedicate   Canal   Canal	Black river cana    35   26   29   35   26   29   29   36   46   46   46   47   47   47   47   4	Black river cana    35   1   2   1   2   1   3   5   1   2   1   3   5   1   2   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   5   1   3   3   1   3   3   3   1   3   3	Black river canal	Institute   Inst	Black river canal	Black river cana    35   1524,967   10,953   24,611   237,000   16,557   10,953   24,611   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614   24,614	Black river cana    1,594,967   1,904,967   1,905   1,933   24,615   1,444   4,666   1,435   1,274   4,666   1,435   1,274   4,666   1,435   1,274   4,666   1,435   1,274   4,666   1,435   1,274   4,666   1,435   1,274   4,666   1,435   1,274   4,666   1,435   1,274   1,266   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267   1,267	Black river cana    35   1,594,967   16,557   10,953   24,618   14,443 and series   23   237,000   16,557   10,953   24,618   14,443 and series   23   24,000   16,157   10,953   24,618   14,443 and series   24,000   24,000   24,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   25,000   2	Black river cana    35   1,594,967	Black river canal	Indication   Ind

		Length		Loans	RAIL		1843		Div.		44.	Div.	Previ-	SALI	endi
	RAILROADS.	in miles.	Cost.	and debts.	of shares.	bare	Gross.	Nett.	per cent.	Gross.	me.	per cent.	ous prices	Sept. Last	. 15.
[e. ]	1/Portland, Saco and Portsmouth	50	1 900 000	debts.	Situtes.			47,166	7	131,404		6	1011		
H.	2 Concord	35					00,001	27,100		131,404	02,112	12	65		
88.	3 Boston and Maine	56	1.485 461				178,745	68,499	6	233,101	86.401		111		
	4 Boston and Maine extension	17 1-4	455 703	unfin.			110,110	00,100		200,101	00,20.				
	5 Boston and Lowell	26	1.863.746				277,315 14	44.000	8	316,909	147.615	8	118		11'
	6 Boston and Providence	41	1.886.135	none.	18.600	100	233,388 11	10,823	6		156,109	6	111		
	7 Boston and Worcester	44	2.914.078				40.14111	62,000	6	428,437	195,163	71	1161		11
	8 Berkshire	21	250,000	not stated				17,500	7	17,737					
	9 Charlestown branch		280,260						13		13,971		80		
	10 Eastern	54	2,388,631	l			279,563 14	40,595	6		227,920		1071		
	11 Fitchburg	50	1,150,000	justopn'd						42,759			119		
	12 Nashua and Lowell		2 380,000				84,079		8	94,588			126		
	13 New Bedford and Taunton	20					50,671	24,000	0	64,998	24,000	6	102		
	14 Northampton and Springfield 15 Norwich and Worcester		172,883 2,170,366		10 525	100	160 226	04 071	••••	230,674	99,464	3	67		6
	16 Old Colony		87,820	300,000	10,000	100	162,336	24,011		230,074	99,404	0	105		
	17 Stoughton branch	4	63,075	unfin.					••••				100		
	18 Taunton branch	11		umm.				20 000	8	96 687	20,000	8	120		
	19 Vermont and Massachusetts		200,000					00,000		50,007	20,000				
	20 West Stockbridge	3	41,516			100						4			
- 1	21 Western, (117 miles in Mass.,)	156		4,686,202	30.000		573,882 2	84.432		753.753	439.679	3	981		9
	22 Worcester branch to Milbury		8,431	506											1
	23 Housatonic, (10 months,)	74	1,244,123							150,000			26		3
n	24 Hartford and New Haven	38	1,100,000	100,000	10,000	100				l		6	93		
	25 Hartford and Springfield	25 1-9				100									1.
	26 Stonington, (year ending 1st Sept.,)	48	2,600,000		13,000	100	1113.889			1154.724	79,845		29		3
(.)	27 Attica and Buttalo	31	336,211				45,896	7,522		73,248	48,033	0			1:
1	28 Auburn and Rochester	78	1,796,342				1189,693[1]	12.000		1237.667	152,007	6	109		10
	29 Auburn and Syracuse	26	766,657			1334	86,291	27,334	• • • •	96,738	52,544	6	116		
	30 Buffalo and Niagara	22	200,000									••••	100		1:
1	31 Erie, (446 miles,)	53	. 5,000,000									• • • •	271		3
1	33 Harlem	26	9 950 000	750 000	20,000		4						61		1:
1	34 Hudson and Berkshire	31	2,250,000 575,613										61		1
	Long Island	96	1,610,221		90 946	90				153,456			611		1
1	36 Mohawk and Hudson	17	1,317,893	400,000	10,000	100	69,948	50 700					561		
1	37 Saratoga and Schenectady	22	303,658	400,000			42,242	3,000	1	34,666			302		
	Schenectady and Troy	20 1-9	640,800			• • • •	28,043	3,000		32,646					
	39 Syracuse and Utica	53		none.	16 000	621	163,701	72,000		192,061	120,992	8	117		
	10 Tonnawanda	43		Hone.		028	76,227								1
1	11 Troy and Greenbush	6	180,000										90		
	42 Troy and Saratoga	25	475.801				44,325	21,000		38.502	9,971	21			1
	13 Utica and Schenectady	78	2,168,165	none.	20,000	100	277,164 18	80,000	9	331,932	199'094	8	132		
J.	14 Camden and Amboy	61	3,200,000	1:			[682,832]30	83,880		784,191	404,956		112		
1	15 Elizabethtown and Somerville	26	500,000						• • • •						
1	16 New Jersey	34	2,000,000										951		١.,
1	17 Paterson	16	500,000				•••••	• • • • • •	• • • •			6	881		
	18 Beaver Meadow	26	1,000,000					• • • • • • •	• • • •			• • • •	• • • • • •		
	19 Cumberland Valley 50 Harrisburg and Lancaster	46 36	1,250,000			• • • •		•••••	• • • •			• • • •			
	ol Hazleton branch		100,000					• • • • • • •	• • • •	• • • • • • •	•••••	• • • • •			
	52 Little Schuylkill	29	900,000					•••••	••••		• • • • • • •			• • • • • • • • • • • • • • • • • • • •	
	33 Blossburg and Corning		600,000				• • • • • • • • • • • • • • • • • • • •	•••••			• • • • • •		*****		
1	Mauch Chunk*	9	100,000			••••		• • • • • • •	• • • • •		*****				
-	55 Minehill and Schuvlkill Haven		396,117	25,000	7.019	50			12			12	80		1
	66 Norristown	20	800,000	20,000	,,015	00							61		
	7 Philadelphia and Trenton	30	400,000										104		
1	8 Pottsville and Danville	29 1-2	1,500,000						1						
1	69 Reading	94	9,457,570	7.447.570	40,200	50				597,613	343,511		25		2
1	60 Schuvlkill vallev	10	1,000,000												
1	61 Williamsport and Elmira	25	400,000												
	62 Philadelphia and Baltimore	93	4,400,000				43,043 20	00,000	• • • •		210,000		15‡		1
	63 Frenchtown	16				• • • •			• • • •						
	64 Baltimore and Ohio, (1st Oct.) 65 Baltimore and Susquehanna	188				• • • •	575,235 2	79,402	• • • •	658,620	346,946	••••	461		
	66 Baltimore and Washington	58 38	3,000,000 1,800,000				177 000	71 601	• • • •	010 120	104 500		24		1
	67 Greensville and Roanoke	18	284,433		2,000	100	177,227				104,529		84		
-	68 Petersburg	63	969,880									9	28 77	•••••	1
	59 Portsmouth and Roanoke		1,454,171	,					••••	122,871	72,898	3	11		
1	70 Richmond Fredericksh's and Potomac*	76	800,000						• • • •	185,243	85.688	6	*****	•••••	
1	71 Richmond and Petersburg	22 1-2								100,240	00,000	U			1
ľ	72 Winchester and Potomac	32													1
7.	73 Raleigh and Gaston		1,360,000												
1	74 Wilmington and Raleigh	161	1,800,000												:.
2.	75 South Carolina	136	1 '		24.440	-				532.871	140,196	5			
	76 Columbia	66	5,671,452		34,410	75	201,464	77,456			180,704				
. 1	77 Central	190	2,581,723				227.532 9	93.190							
	78 Georgia		2,650,000				248,026 15	58,207		248.096	147.523				
	79 Montgomery and West Point	89		170,000		100				35,000	15,000				
	80 Lexington and Ohio	40	450,000												
0	81 Little Miami.	40	400,000												
	82 Mad river	40	152,000												
1.	83 Madison and Indianapolis	56	212,000												
		15					1	0000		FO 000	24,000				

Correspondents	will	oblige	145	by	sending	in	their
communications by	Mo:	nday m	orn	ine	at latest	. ^	

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#### AMERICAN RAILROAD JOURNAL.

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### Thursday, September 18, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 22,948 tons, and by canal 8,181 08, making 31,129 07 tons for the

From Pottsville and Port Carbon—total From Schuylkill Haven—total From Port Clinton—total	.268,171
Total by railroad	. 536,481
From Pottsville and Port Carbon—total From Schuylkill Haven—total tons From Port Clinton	. 28,067
Total by canal	. 160,892
Total by railroad and canal	. 697,273
Total shipments from Mauch Chunk, coal and pavigation co.	
Summit mines, - 124,931 Room run do., - 47,144— Beaver Meadow railroad and coal co., From Penn Haven—Hazleton coal co., From Rock Port—Buck Mountain coal co.,	64,537 44,608
`	284 379

WYUMING COAL TRADE—total108,351	l
PINE GROVE COAL TRADE.—total38.126	ı
MINEHILL AND SCHUYLKILL HAVEN RAILROAD-	į
total tons	ı
MOUNT CARBON RAILROAD—total tons179,133	
MILL CREEK RAILROAD—total	ŀ
[Miners' Journal.	ı
WESTERN RAIL BOAD _ Receipts for week anding	1

Sept. 6	eipts for w	reek ending 1844
Passengers		\$11,109 7,829
Total	\$19.726	\$19.058

1	MOHAWK AND LIUDSON.—The receipts from Ja-
1st	to Sept. 1st were as follows:-
	184446,089
	1845

Increase .... The business of the Philadelphia and Reading railroad, for the week ending August 30th 1845, as compared with the corresponding week in last year, was annexed: 1844. 1845. Increase. Passengers, \$17,635 04 \$28,022 52 \$10,387 43 13,119 22,792 Coal, tons. 9,673

There is scarcely a railroad in this country the business of which increases faster than this to Reading, and yet the price of its shares gradually decline, and the credit of its loans is with difficulty maintained at about 65 per cent. Why is it? Railroads at the east, doing anything like the amount of business done by the Reading road, are all at much higher

Railroad receipts generally continue favorable, resenting a steady increase over last year. On the Central road of Georgia the receipts have been,

	1843	1844	1845
April	\$7,486 88	17,676 87	32,686 94
May	10,107 07	50,092 59	33,213 23
	7,707 43	10,808 04	13,902 49
July	8,080 77	12,103 64	23,520 08

Total .... \$33,332 15 60,681 14 103,430 74 Showing a gain of \$43,749 in four months of this year over the same period of last year, and more than seventy thousand over that of 1843.

PHILADELPHIA AND READING RAILROAD.—A comparative statement of the business on the philadelphia and Reading railroad for the month ending August 31:

August 31: 1843. 1844. 1845. Business...\$52,219 35 \$76,997 60 \$127,113 33 102,921

#### Useful Information.

Americans who contemplate an excursion to Europe, and especially to the continent, by the way of London, will find the tabular statement of railroads, steam-packets, distances and fares-given in this number, exceedingly convenient. A stranger in London, having to make a tour on the continent, will be much relieved by having before him a list of the various steam packets to, and railroads on the principal English railroads.

#### New York and Eric Railroad.

It affords us much pleasure to be able to say that two millions of dollars have been subscribed to the stock of this company, up to last night. The directors seem to have resolved themselves into a committee of working men, and have done the people of this city great service, and themselves much credil, by their efforts; and we feel assured that their success thus far will stimulate them to renewed exertions which will be crowned with entire success: and that within thirty days the books for subscription will be closed-when many will be left to regret that they did not " find time to call at the office and take a few shares," or "to renew thetr former subscriptions," which they must do, or they will not be entitled to participate in the pleasure, and the credit, and the advantage, of being of the few who will in reality build the New York and Erie railroad.

BRANCHES AND FEEDERS TO THE NEW YORK AND ERIE RAILROAD. - We have more than once spoken of the branches and feeders to the New York and Erie railroad, and have said that they will exceed in length the main stem. We now say that, including the canals, they will, within seven years from this date, exceed twice the length of the main stem.

## The Railroads of Belgium.

With a notice of the other modes of Internal Comm nication-translated and abridged from "La Belgique et les Belges," by Major G. T. Poussin, formerly of the U.S.E.

BY G. C. SCHAEFFER, C. E. (Concluded.) For the American Railroad Journal.

The whole movement for 1844 was 560,000 tons. the receipts for which were 4,338,050 francs.

Proportion of the receipts for transportation of men 1,500 fr.; breakmen 900 francs. freight to total receipts.

In Belgium	per cent.
England23	
France20	66
Germany	**
United States 98	66

The freight is divided into three classes with th following prices.

1st class, about 21 cents per ton per mile. 24 11 4 66 3d " " 51 66

The goods are sent home or not as may be lesired, for this service an extra charge is made.

A discount of 10 per cent. is made for 1st class goods on a full car load, and for 2d and 3d class on any 4 to 41 tons. Another reduction of 20 per cent. is made on certain articles for exportation, foreign goods in transit, etc.

Average fare per ton per mile in various countries.

In Belgium 21 cents per ton per mile. England 61 France 31 5 Germany U. States 41 51 "

RAILROAD POLICE.

The police of the Belgian roads seems to be admirably arranged and well managed. No one is permitted to plant trees, open sand pits or quarries, make thatch or any combustible roof or deposite any combustible matters within 22 yards of the outer boundary of the roads. Infringements against these the continent, with the rates of fare by each. We or any other provisions for the safety of travel, are are preparing and shall soon give a similar list of punished by six months to two years imprisonment and a fine of 50 to 200 francs; when personal injury results, the offender is subject to the usual penalties of the penal code.

When an accident is the result of negligence or misconduct of officers or employees of the road, the offender is subject to a fine of 16 to 200 francs, and according to the injury to passengers, the amount is varied from 50 to 200, 500 or 1000 francs.

The administration of the police of the road is given to overseers of the road, inspectors and inspectors-general-these are sworn officers and are ordered to report all infringements of the laws .-The inspectors-general are clothed with judicial

All carriages and omnibusses running to the railroad stations are likewise under the supervision of the police.

### ADMINISTRATION.

The working of the railroads belongs to a special department with a director-general, under the immediate orders of the minister of public works.-There are four branches of service; 1st general administration; 2nd car department; 3d locomotive department; 4th transportation department. Each of these has a responsible chief with officers, etc., the whole amounting in number to 945, under a regularly arranged discipline; with promotion only according to actual practical knowledge.

Every officer receives his appointment from the king, on the nomination of the minister of public works, and can be neither nominated nor promoted except after examination. The minister acts with the advice of the director-general.

The highest salaries under the director are 6,300 trancs for second class inspectors; the engineers, architects, etc., receive 3,300 francs; chief of bureau 2,800 francs, chief of station 2,700 francs; 1st class clerks 2,000 francs; conductors 2,400 fr. chief of shop 2,500 fr.; machinists 2,000 fr.; fire-

A twentieth of the net product is divided among those officers who have it in their power to exercise any influence upon the profits of the road.

### PENSION AND RELIEF FUNDS

The pension fund is instituted for the widows and orphans of all officers of the railroads and public works, not connected with the engineer, army, navy or other department of government.

The relief fund is for the benefit of the workmen.

The pension fund is founded on a deduction from the salary of every officer, married or single, of 3 Mr. Gerard Ralston, of London, for a long and inper cent. on 5,000 francs and over, to 2 per cent. on teresting letter. Mr. Ralston's position, as an emito 20 per cent of her husbands salary at the time of the consumption of iron, and to form opinions of his death, the amount proportioned to the num- in relation to that branch of business especially ber of children under age-when more than five, 3 which must be useful to the readers of the Journal per cent. in addition is given for each minor.

draws as above 3 per cent., etc.

per cent. of his salary for funeral expenses, etc.

aged gratuitously by a commission of six officers of should be borne in mind that the extension of the the railroad and one of the public works.

#### RELIEF FUND.

This fund is based upon a deduction of 1 per cent. on the salaries of the workmen. Appropriations from this are made,

1st To workmen temporarily wounded or otherwise disabled in the service of the railroad.

2nd To workmen permanently disabled, by wounds or otherwise.

3d To the widows and families of workmen losing their lives in the service.

Those who are dismissed or voluntarily leave the service lose all right to the fund and cannot withdraw the deduction.

system, we may remark that the author has with demand shall be supplied from American mines and much sagacity, pointed out many things in detail furnaces. which as examples or otherwise are matters of peculiar interest. We have with hardly any exception followed him in all these, convinced that many valuable lessons may be learned from them, even where circumstances prevent an exact imitation.

We would particularly ask attention to the system of pensions and relief which in their details are evidently arranged upon the most benevolent principle.

The subject is worthy of the serious considera tion of companies. No man ever performs his duty more faithfully than when he feels that he is secure in a good place for life, with a prospect of promotion, according to his merits and with the comfort able reflection that his wife and family are secure from want after his death. It is perhaps not possible to follow out this plan in all its details in our own country; but we are convinced that the company following it most closely, will be best served to learn are extending in our country. and at the cheapest rate. If motives of benevolence will not suffice, we are quite certain that mere dollar and cent considerations, (heaven help the souls of those creatures who are moved by no other) would dictate some such course of proceeding.

We have in our eye a case strongly illustrating our argument. An excellent and able employee of a company was cut down in wages, and obliged to give up his situation; various attempts were made to fill his place cheaply. At last a memorial in his favor was presented to the company, signed by hundreds of the regular travellers on the road, and he was again employed at his former salary-but not until the company had lost more than the difference for which they had higgled would have amounted to in a year. We mention no names-qui capitille facit.

Foreign Correspondence.

We are again indebted to our esteemed friend all below 2,500 francs. If the wife dies first, this nent merchant in London, and his connection with are forming in France on this principle, will contribution is refunded. The widow receives 16 this country, enables him to survey the whole field as well as to our iron manufacturers and dealers In case of the death of both parents, the guardian generally-who ought to be, but are not its readersreceives for each child, one-third of the pension to we therefore give such extracts from it as may be which the widow would have been entitled, and useful and interesting to those who are in any way when there are more than three, each additional one to be affected by the immediate unparalleled demand for iron in Europe, in consequence of the extraordi-Within three days of the death of an officer or nary extent, 2860 miles, of railways authorized by employee, his widow or relatives are entitled to 5 the late session of parliament-which is nearly as profit by the invention which bids fair to much as had been previously authorized in Great come into very general use. You know it The funds of the widows and orphans are man- Britain since the introduction of the system. railway system is by no means confined to Great Britain; but that it pervades all Europe, and is to be introduced into the British possessions in India and the West India islands. Indeed, a gentleman, a civil officer under the government in the island of Jamaica, Mr. Mc Geechy, is now in this country for the purpose of examining our railroads, in order that he may avail himself of any suggestions which may present themselves to his mind, on comparing our cheap mode of construction with the very expensive mode adopted in England.

With such a prospective demand for iron, we hope the advice of our correspondent, to "our countrymen of Pennsylvania, Maryland, New Jersey and New York, to push the iron trade with all In concluding this notice of the Belgian railroad their vigor," will be followed, until the American

(Foreign Correspondence of the American Railroad Journal.

# 21 TOKEN HOUSE YARD ) London, August 22, 1845.

Dear Sir :- I shall be happy to write to you occasionally, for you say what I communicate may be useful to the railway cause, in which I feel the deepest interest; for by no other means can the disadvantages we labor under in our immensely extended empire be counteracted so efficiently as by rap. id and cheap means of conveyance of intelligence, passengers, and merchandize, by those astonishing improvements of modern times-the Electro-Magnetic Telegraph and the railway system, both of which I rejoice iron trade with all the vigor and enterprize

I recently visited the Atmospheric railway and Coryden line, not yet in operation, but will be in the course of six or seven weeks. You will, I am sure, be very much pleased with the drawings and plans in the two numbers of the Pictorial Times, of Aug. 2nd and 9th, I send you, herewith. If you will read the description with the drawings before you, there will be no difficulty in understaning this most philosophical and beautiful system of railway, which I think will probably compete succassfully with the locomotive system. In the course of eight months we shall have the "North Devon" of fifty fire-proof material may be abundantly em-

miles partially in operation, which, together with the Dublin and Kingston in Ireland and the Croyden near London, and several lines give some most interesting practical results, from which I augur a great extension of the system. Our countryman Pinkus, of Philadelphia exhibited this beautiful principle in a model, so long ago as 1835 or 36 I think, to a number of Americans in London, who were delighted with it. This ingenious man, like many other inventors, has been interfered with and set aside, and will never, I fear, is intended to extend the Corvden Atmospheric on to Portsmouth 75 miles, and the act of Parliament passed the House of Commons but was not reached by the House of Lords for the want of time. It will however be taken up the first thing at the commencement of the next session of the upper House. It is also thought that it will be adopted on the great London and York line, about 200 miles, which will also get its charter early at the next session of Parliament. You will see by the Railway Chronicle, I sent you by the last steamer on the 19th inst., that Parliament has just sanctioned 112 railways to the extent of very near 2,900 miles, which, at 500 tons per mile of double track, for plant as well as for motive power, will require a good quantity of iron (1,450,000 tons,) which must be forthcoming in the years '46 and '47; so that there is no prospect of much reduction in the price of iron for some years to come, particularly if the Atmospheric becomes the favorite system, as this requires at least 20 per cent more of iron for the plant, though not for the propelling power, which being stationary will not be subjected to such frightful wear and tear as the locomotive power. I therefore hope our countrymen of Pennsylvania, Maryland New Jersey and New York etc., will push the in their power-they need not fear low prices-for the consumption, so long as the world is blessed with peace, must go on increasing in a much greater ratio than ever before; and my only fear is that high prices will check consumption of this invaluable metal. There is no article whose use is so much stimulated by low prices as iron, and there is none which is sooner checked, as regards consumption, by high prices than iron. After the fearful fires of Pittsburg, Quebec, and New York, we ought all to be advocates for low priced iron, so that in rebuilding those unfortunate towns this invaluable

in being obliged to pay 25* dollars more per plete your great New York and Eric road. great impediment, to the extension of the invaluable railway system in our country, being ever removed.

The novelties in the railway world here are, first, the completion of a double line of house-Grissel and Peto, who contracted with the Northern and Eastern counties railway company to extend this line through Cambridge and Ely to Norwich, which was done by this enterprizing house, in the best possible manner—they purchasing the land, iron, locomotives, and all other materials, as well asdoing the road formations, constructing stations etc., etc. For this energy they were rewarded by a bonus of £25,000, and if they had failed in performing their contract they would have been mulcted in a heavy penalty. If a railway company had undertaken to make this road, they would have been a longer time in getting the concessions of the land than this enterprizing house were in completing the whole road. I will only mention to you one more remarkable circumstance. News was brought by railway from Sunderland to London, 303 miles, in 7 hours and 27 minutes, or 401 miles per hour. The himself to the enterprize, unil he had accomplished object of this dispatch was to commanicate the result of the election at Sunderland, for which purpose the "Times" had an express train. George Hudson was elected over the anti-corn law league candidate, Col. Thompson. On some parts of the road the speed was astonishing; from Darlington to York, 45 miles, the distance was done in 52 minutes: and occasionally the rate was a mile in 48 seconds, or at the velocity of 75 miles per hour; and if this had been kept up all the way to London, the whole distance would have been performed in little more than four hours; but much time was lost on the London and Birmingham railway, between Rugby and London, owing to the inefficiency of the engine power (where they have Berry's old fashioned four wheeled engine,) and the absence of the chief superintendent of the and determined to accomplish the great object in tractors naturally look for them. line. All the distance from Sunderland to Rugby was made on roads under the direction of Mr. Hudson, and every thing under his management is perfectly well done. How will this performance compare with what is done on our metropolitan railway! the Camden and Amboy!! between the great

Our railway friends in America cities of New York and Philadelphia? Oh certainly labor under serious discouragement that you had a Hudson in New York to comton for their iron than their brethren in Great It is rather disparaging to the metropolitan is advertized for contract. "This portion of Britain; and I fear there is no prospect of this city of America, that no man of sufficient the road can be easily constructed, and we energy, judgment, talent and good will, and and the cars running, by the 4th of July possessing the confidence of his fellow citi-next. zens, can be found among its 400,000 souls, ly important work. If George Hudson had expected that it will be ready for the 'iron Railway, of 92 miles in length, in 12 months it under his charge, he would, without fail, bridge across the Manhan river has been and 3 days This was performed by one complete it in three or four years. How completed some days, and that across the would it do to import Mr. Hudson for this Mill river is nearly done. Both are fine purpose? I was in hopes that your late structures. The masonry of them are noble mayor, Mr. Harper, would have been wil-specimens of that kind of work." ling to undertake and able to carry through, this great work, which really ought to be completed with as little delay as possible, particularly after the great liberality of the New York legislature to the company.

Mr. Casey.

importance of the early construction of the New YORK AND ERIE RAILROAD; and have deeply regretted that for so long a period, there was no one in this community, possessing the necessary qualificaor could be induced, to come forward and devote what will yet be esteemed one of the most important benefactors of their race; but we will regret no longer, nor will we, at present, consent even to the imchants of our city for a helmsman; who, with his associate directors, mainly from the same class alsoenterprizing, high-minded and wealthy merchantswill, from this time, move onward steadily, but him better returns even than what he retains surely, as he has already done in his own affairs, to the accomplishment of the great object in view, ample and entire success. The president, or leading officer of such a work as this, must be a man of mind, industry, character and wealth-all of which he view, we may well believe, when we see him head the subscription list with two hundred thousand dollars, or 1-15th of the whole amount required, and then take his station at the wheel, resolved to carry the noble ship into port, or sink with his colors nailed to the mast; and we are willing to risk our reputation as a prophet upon their success if he and his associates will work harmoniously together, and adopt the plan of completing, and bringing into use, and thus rendering available, section after section of the road, until it is completed.

# Connecticut River Railroad.

The extension of this road from Northampton to Greenfield, says the Hampshire Gazette,

The road between Northampton and Cabto come forward and carry through that vast- otville is progressing rapidly, and it is now

Thus we see link after link of important roads commenced and completed with scarcely an effort, in New England, and simply because the people have the sagacity to see that by the expenditure of a portion of their P. S. I have just received your Railroad property in the construction of railroads Journal of the 24th July, containing my let-they render the remaining part more valuater of the 4th July, which I am pleased to ble than the whole was before, like the farlearn meets your views, as well as those of mer, who gave a third of his farm to one daughter as a marriage portion, and found We agree fully with our correspondent as to the after a time that what remained, yielded him more net profit than the whole did before---and so on the marriage of his second daughter he divided his farm again, and still found tions—the pecuniary ability, the considence of the that his profits from his one-third were greabusiness community, and the disposition to take the ter than when he occupied the whole. The laboring oar in this great work-who was willing, secret lay in the fact that he applied the same labor to the part, as he had before to the whole, and obtained greater crops. So will works of the age; and thus render to his fellow citi- it be with the people who judiciously invest zens the greatest possible benefit, and acquire for a part of their property in railroads; what himself a name among those who are esteemed as remains will yield greater profits, because better markets are furnished and the expense portation of Mr. Hudson, "the railway king" of of reaching them greatly reduced, but here England, as we have found, we fully believe, one as the comparison ends, it is not like the farmer good as he; from the same walk of life too-the mer- who gave away two-thirds, and only derived the profits from what remained. In this case that which is invested in railroads will yield with its improved cultivation, and thus he will be doubly benefitted.

We give in another column the notice to contractors, and would suggest to the engimust be willing to bring to the aid, and to risk on neer of this and other companies, that their the success of the enterprize. Such a man-and we interest will be much more prontoted than speak not unadvisedly when we say it—we take ours, by the early insertion of all such noti-MR. Loder to be; and that he is willing to risk all, ces in the Railroad Journal, to which con-

### Morris and Essex Railroad Extensoin.

We are informed that recent surveys have been made by Major Beach, for the extension of this road to Dover, ten miles from Morristown. Two routes have been examined, a part of the way one passing near Franklin Forge and the other through Rockaway; the length of which is 11 miles greater than the other.

[•] Or rather \$30 per ton more, if you include freight and insurance as well as duty.

The grades are considered very favorable, ed, notwithstanding they have fairly broken and there is none that exceeds 50 feet to the the ice—and therefore let the shareholders mile, and no curve probably of less radius select the right sort of men for directors, offi-2,000 feet. This extension which ought to cers and engineers. It is not uncommon to be made without delay, will be of great im- see the most important enterprizes ruined by of by laws and regulations for the governportance to that part of the road now in use, selecting incompetent, or dishonest agents .as well as to Morristown itself, even though To carry through triumphantly a work of derly conducting of their affairs and the it will take from it its present termination of the magnitude of this road requires ability, the road-yet it will insure to Morristown integrity, and great and untiring energy, as the passage of the travel and business of the well in its managing directors, and officers, interior of New Jersey-whereas if not soon as in its engineers. True economy consists brought into use, there will surely be a rail-in employing the most competent men, and road built along the valley of the Rockaway in paying them well, that their whole mind river to Paterson, and then Morristown will and energy may be directed to the one point, be left one side.

to post coaches, pleasure wagons, and ordina-been thoroughly examined and reported upon Turner; Eliphalet Case; Woodbury Storer; Morristown and other towns enjoy railroad ter all, is the cheapest that can be employed, conveniences; therefore it becomes the peol and in selecting professional services it is imple of Morristown to secure this extension portant to obtain men of experience and obimagine, than from Newark to Morristown.

\$149,601 23.

accidentally mislaid. We give it even at the expense of the public. this late day, as we desire to see the extension here spoken of, progressing.

## Atlantic and St. Lawrence Railroad.

We find in the last Portland Advertiser. the call of a meeting of subscribers to the stock of this company, for the 25th inst., for the purpose of organization. Of course the terms of the act of incorporation have been complied with, as we also learn from the Advertiser, which says:

"We announce with most hearty gratifica tion, that the subscription of the first million of the capital of the Atlantic and St. Law rence railroad company is completed !

The corporators have accordingly issued the call for the first meeting of the subscribers, which is fixed for the 25th of September.

This certainly evinces both enterprize and energy in the people of Portland, who have been the principal movers in this important matter. It is only another evidence, however, among the many which we have already had presented to our mind, that the road will be constructed, and that too, with all possible therefore is hereby given that the first meetdispatch. It shows what a few intelligent, ing of said corporation will be held at the enterprizing men can do among intelligent City Hall in Portland in the state of Maine, people, when they have a good cause, and ber next at three o'clock in the afternoon, for resolve to succeed. There is much yet to the purpose of organizing said corporation, if that is the cause of this decision, and we be done before the great object is accomplish- and to that end

and then make them responsible for all their Such are the conveniences and advantages of railroads; that those residing in the interior of New Jersey are not to be confined ing between different lines when they have mond; Charles Cobb; John Neal; George ry wagons for freight, whilst the people of by competent professional ability-which af James L. Farmer; Franklin Tinkham; while they may, or they will have a rival servation-men who can see and avoid er-the directors of the Central Vermont railroad route, and a more favorable one, we should rors in other works, and who are willing to company, have declined to connect with the admit their own errors when pointed out Concordand Lebanon, New Hampshire, road The estimated cost of the direct route is to them, and who would sooner sacrifice at the mouth of White river. There may \$126,675 39, and of the Rockaway route, their interest, by abandoning their situation, be justice, propriety, and profit in this course, than yield their own opinion when correct-This notice was prepared and should have to conform to the wishes of others who might of some gentleman who comprehends their been inserted several weeks since, but it was desire to promote their individual interest at

> There is at this time a wide field for selection in the profession—as many able men have been out of employ for a long time, but we predict that they will not be so long, as there has seldom been a period when as many important lines of road were about to be commenced as at the present; and we certainly were never as well prepared as now to press these works vigorously. We have ample experience both in the construction, and in the certain profits when completed therefore there need be no delay, as heretofore, to learn by experience. We give the call below, and say to the subscribers, select good directors; and to the directors, appoint able, honest and persevering officers and engineers, and we will then guarantee the success of your enterprize.

> "Whereas it appears that the capital stock of said corporation as prescribed and established by their act of incorporation has been duly subscribed for and taken up agreeably to the provisions of said act—public notice

To choose a chairman to preside at said meeting.

2d. To choose a clerk to record the do-

ings of said meeting.

To make, ordain and establish a code ment of said corporation and the due and ormanagement of their property

4th. To choose a board of directors agreeably to the provisions of their charter.

5th. To act on any other matter or thing which may legally come before them.

Given under our hands at Portland this thirtieth day of August in the year of our Lord eighteen hundred and forty five.

Wm. P. Preble; Josiah S. Little; John William Kimball; Eliphalet Greely."

#### Vermont Central Railroad.

We are not a little surprized to learn that yet we discover neither, and therefore we beg policy to enlighten us, that we may be as wise as others. Possibly something like the following may have had its influence-viz. "if we can induce the 'Fitchburg' to unite with us, instead of with the Rutland line, we may thus defeat our rival on the west side of the mountain, and secure the whole Boston-wise travel and freight "-if so, they will find that this knife cuts both ways, as the Lebanon line will be sure to become a rival on the north of them, and the Rutland on the south, notwithstanding their efforts to prevent it. There are some things which may, and others which must be done; and we believe it to be the interest of the community, and consequently of the sharehol ders, to allow railroads to connect wherever it can be done with facility, and there can surely be no more natural connection of two important roads than at the mouth of White river, between Boston and Burlington, and it will surely be done too, whatever may be the decision of the present board of directors. There is now to be three principal lines of railroad through Vermont, in a north-westerly direction from Boston to lake Champlain and Canada, and the gentlemen of the central route may as well "give it up" now as hereafter. It is useless for local interest, can imagine no other; to undertake to resist

the onward progress of the system of railrectors.

" In board of directors, Boston, Aug. 29, 1845, the following resolves were adopted by an unanimous vote:

on Connecticut river where it shall connect profitable investment is anticipated. with the Cheshire railroad, so as to receive

and settle with the Cheshire railroad com-

Resolved, That a copy of the above votes be forwarded to the president of the Cheshire Fitchburg railroad company.

A true copy from the records. S. H. WALLEY, Jr. Attest, Clerk pro tem.

Hartford and New Haven Railroad. In explanation of the receipts of the year which we gave yesterday, it should be stated that the axtension road was put in operation on the 9th December last, and the receipts (\$178,000) embrace the earnings of the entire road for less than 9 months. The average increase since the new road was opened has been 110 per cent. over the corresponding period of the previous year. The ordinary expenses of the road the past year have been about \$62,000.

A large portion of the track on the old road has been relaid with new timber the past year, and large sums have been expended for permanent improvements of depots, etc., but the earnings have been sufficient to defray the expenditures, and enable the comper cent. [payable 1st October.]—Hartford Courant.

but if the road be constructed of the heavy be the great point of attraction. H rail, in the most perfect manner, the cost may extend to two and one half millions.

Income.—One thousand people are supposby the committee for the Central railroad namely by lake Erie. The communication pany, and in accordance with the terms of lake Ontario, the Erie canal, and the Buf-subscriptions for the capital, that the work eastern shore of lake Champlain to a point ted as the basis on which a safe, durable, and behalf of the shareholders.

It appears from the statistical returns fursaid railroad, and make a continuous route nished by the Secretary of State for New from the lake, via., Montpelier, Keene and York, in March 1845, that during the year Fitchburg to Boston; and that the portion of 1844, from December to April, five months, the proposed railroad lying on Connecticut 63 persons, including way-passengers, passed river, and connecting on the Cheshire raileach way, daily, over the Buffalo and Attica road, shall be commenced and finished as road.—although lake Erie was not, during soon as any part of said road." this period, navigable—130 days X 136 pas-Resolved, That the president, Mr. Foster, sengers—17,680 at \$5—88,400. In May, and the engineer be a committee to arrange October and November, the travelling inand settle with the Cheshire railroad com-pany as to the point of connection with said riod the navigation of the lake is considered road, at the earliest day which is practicable. hazardous-78 days X252-19,968, at \$5-\$90,840. From June to September, four be forwarded to the president of the Cheshire months travelling increased to 182 each way, railroad company and the president of the 104 days X 364=37,856. An active competition from lake steamers, may at this season be looked for, during which the fare should be reduced to \$3-\$113,563-making in all for the three periods, \$301,804which would yield an interest of 10 per ct. on the capital, & leave a rest of \$51,308 per year.

Way fare through Canada. This part of Way fare through Canada.—This part of the line is left to balance the repairs of the road and the expenses of management. Although no remuneration is estimated, the route intersects the Welland canal, grand river navigation, port Dover and London plank roads, and various other communications given at the office aforesaid.

Northampton Ang 29 1845 plank roads, and various other communications leading from numerous villages, and a dense agriculiural population in the interior, the travel and freight from which, in addition to what will pass from point to point, is likely to yield the same returns as other lines for the like distance.

Future Prospects .- Having no population or travel, to create, to insure an immediate revenue—any additional calculation may be pany to make a semi-annual dividend of 3 considered superfluous—but when wesee the travelling over Buffalo road increase from 136 passengers per day—when the western country is excluded—to 256, when the nav-NIAGARA AND DETROIT RIVERS RAILROAD. PROSPECTUS.
The Niagara and Detroit rivers railroad is designed to connect Buffalo with Detroit, and extend the great western railroad in one continuous line from Boston to the head of lake Michigan, and ultimately to St. Louis.

country is excluded—to 256, when the navigation of lake Erie is considered hazardinamination in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address
JOAN F. WINSLOW, Agent, minus of the western road, which may be joa?

JOAN F. WINSLOW, Agent, minus of the western road, which may be joa?

Albany Iron and Nail Works, Troy, N. Y.

Cost of construction.—In direction, eleva- passeed in 8 or 10 hours. Neither can it be roads in a country like New England, where tion, and economy, it is unrivalled by any considered visionary to look for an early exercise tract of country thirty miles wide will road for a similar distance. It will be near-tension of the same line to the confluence of the same line to the confluence of the same line to the confluence of the mississippi river at St. Louis, and a furnish way business enough to support a curves in a distance of 222 miles. The grade rapid increase of travel each succeeding year, railroad without relying upon a large through is in no place over 15 feet for short distances, so long as emigration continues to flow to traffic. We ask for the reasons-will any and averages less than two feet in the mile. the west-a proportion of the southern popone furnish them? in return for our giving The estimated cost from actual survey in ulation to make their annual tour to the the annexed proceedings of the board of di. 1838, is one and a half million of dollars; north-and the falls of Niagara continues to

Proposed plan of Proceeding .- The capital authorized by the existing act of incorporation is two millions, which it is proposed ed to pass through Buffalo daily, during the to increase to two and one half millions of Resolved, That the board of directors ad-travelling season-from whence there is but dollars-half a million of which is to be ofhere in good faith to the arrangement made one means of communication to the west, fered in the United States, half a million in by the committee for the Central railroad namely by lake Erie. The communication Canada, and the residue in London. It is company with the Fitchburg railroad com- eastward is by the falls of Niagara, Canada, desirable no time should be lost in obtaining subscription, viz., "That said railroad be so falo and Attica railroad. Notwithstanding may be early commenced, with a view of located as to extend from some point on the these numerous channels, the latter is selection to the same the ensuing year. In

W. HAMILTON MERRITT.

# NOTICE TO RAILROAD CONTRACTORS.

CONTRACTORS.

EALED PROPOSALS will be received at the Office of the New York and Harlem Railroad Company, in the village of White Plains, West-chester county, until the 20th day of September, for the grading, masonry and bridging of about 21 miles of said railroad, extending from the present terminus at White Plains, to a point near the worth line of Westchester county.

line of Westchester county.

Plans, profiles and specifications will be ready for the inspection of contractors on the 15th of September, when the engineers will be in attendance, to render all requisite information.

Contractors not known to the company or engineer, will be expected to produce testimonials of their capacity, ability and experience; and the best security will be required.

The work must be commenced immediately after

contracts are closed, vigorously prosecuted, and com-pleted by the first day of May next. By order of the Extension Committee

ALLAN CAMPBELL, Chief Eng'r. 372t

# NOTICE TO RAILROAD CONTRACTORS.

CEALED PROPOSALS will be received at the office of the Connecticut River Railroad Com-

Northampton, Aug. 29, 1845.

AWRENCE'S ROSENDALE HYDRAULIC
Cement. This Cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value tor Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets initial solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by

JOHN W. LAWRENCE,

Mew York.

142 Front street, New York.

15 Orders for the above will be received and promptly attended to at this office.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged

KEARNY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms delivery of brick on board. Refer to Terms, 4 mos. from

James P. Allaire,

Peter Cooper,
Murdock, Leavirt & Co.

J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Rich-

J. Patton, Jr.
J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.
35 1m

BALTIMORE AND OHIO

RAILROAD-MAIN STEM. THE TRAIN CARRYING THE GREAT Western Mail leaves Baltimore every morning at 71 and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martins-burgh and Hancock, conneting daily each way with —the Washington trains at the Relay house seven miles from Baltimore, with the Winchester trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Browns-ville and Pittsburgh. Time of arrival at both Cum-berland and Baltimore 51 P. M. Fare between those points \$7, and 4 cents per mile for less distan-ces. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M.,

Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. and 18 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 Baltimore and Washington, in either direction, 4 Cents per mile for intermediate distances.

Stages also run from Haverhill to Stanstead and Montreal.

Woburn Branch Railroad.—Special trains will run as follows: Leave Boston at 8 and 114 a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 1 1-2 and 54 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.

WALDO HIGGINSON, Agent B. & L. Railroad Co.

And OHIO RAILROAD. LEXINGTON

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 1y35 PASSENGER LINES FROM BOS-

Norwich and Worcester railroad .- Accom-

except Sunday, and arrives at Norwich at 91.

Fares are less when paid for tickets than when paid in the cars.

EMERSON FOOTE, paid in the cars. Superintendent.

Boston and Lowell Railroad, Summer Ar rangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2, p.m.; leave Lowell at 7‡ and 11 a.m., 2 and 5‡ p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger 32 trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., } p.m. and 41 p.m.

Concord and Nashua Railroad.-Passenger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and nada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the steamboat line to Montreal. Stages also run from Haverhill to Stanstead leave Boston for Fall River daily, Sundays except

Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at Tiverton, 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will Compton. be run to Waltham and Concord as follows: Leave 32 Concord for Charlestown at 7 a.m.; leave Waltham concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 7 1-2 and 10 1-2 a.m., 41 p.m.. leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m. On the arrival of the two morning trains at Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON, 32

Portland, via Salem Newburyport, Portsmouth and Saco. Trains leave daily, except Sundays. Boston for Portland 7½ a.m. and 2½ p.m.; Newburyport and Portsmouth 7½ a.m., 2½ 2.1-2, 5½ 1-2 p.m.; Salem 7½, 9, a.m., ½, 2½ 1-2, 31-2, 5½ 6½ and 8 Island railroad, at 6 a.m.; for Seventon and way stations at 7½ 2.2. and 5 p.m.; for New York, by Long Island railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 4½ 1-2 p.m. Newton trains, 4½, 6½, 8½ p.m.

Reston and Worcester Railroad.—Summer arrangement.—For Worcester and way stations at 7½ a.m. and 5 p.m.; for New York, by Long Island railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 4½ 1-2 p.m. Newton trains, 4½, 6½, 8½ p.m.

Reston and Maine railroad—Upper route

4‡, 6‡, 8‡ p.m.

Boston and Maine railroad—Upper route.

Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7‡ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, ½ p.m.; for Haverhill at 7½ a.m., 2½, ¼ days excepted, at 5 o'clock p.m.; accommodation and 6½ p.m.; for Haverhill at 7½ a.m., 2½, ¼ days excepted, at 5 o'clock p.m.; accommodation and 6½ p.m.; leave Portland for Boston at 7½ a.m. and 4 p.m.; accommodation are providence at 8 a.m. and 4 p.m.; Dedham trains leave Boston at 7½ a.m., 12 m.; Leave Dedham at 7 and 10 a.m., 2½ and 5½ p. m.; Leave Dedham at 7 and 10 a.m., 2½ and 5½ p. m.; Stoughton trains leave Boston at 7½ a.m. and 5½ p. m.; Stoughton trains leave Boston at 7½ a.m. and 5½ p. m.; Stoughton trains leave Boston at 7½ a.m. and 5½ p. m.; Stoughton trains leave Boston at 7½ a.m. and 5½ p. m.; Leave Dedham at 7 and 10 a.m., 2½ and 5½ p. m.; Stoughton trains leave Boston at 7½ a.m. and 5½ p. m.; Leave Dedham at 7 and 10 a.m., 2½ and 5½ p. m.; Stoughton trains leave Boston at 7½ a.m. and 3 p.m. 32 w.m. superintendent.

Western Railroad. - Summer arrangeat 91 a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 71-2 a.m., proceed at 1 or 41-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston

JAMES BARNES. Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Railroads—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p. m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 71 o'clock a.m. Lowell railroads, as follows: Leave Boston at 7 a.m., 11 a.m. and 5 1-2 p.m.; leave Concord at 41 a.m., 11 a.m. and 31 p.m. The second train arrives in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Capada. On the second day from Boston and Providence at 7½ o'clock a.m. and 3½ p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afternoon trains connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday. with the Long Island train on Monday, Wednesday and Friday.

W. A. CROCKER, General Superintendent.

Fall river Branch Railroad. - Trains

leave Boston for Fall River daily, Sundays excepted, at 71-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 74 a.m. and 3 p.m.; trains leave Fall River for NeeB p ford at 74 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them onward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road. ver Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Superintendent

TO RAILROAD COMPANIES AND MANufacturers of raulroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; Juniata rods; car axies, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed eaving

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa. ja45

FOR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also 190 horse High Pressure Steam Engine

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " " "

1 Upright Hydraulic Press. All of which will be sold low, on application to
T. W. & R. C. SMITH.
Founders and Machinists,

May 12tf Alexandria, D. C.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre.—
By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m. 31 PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 44 p.m. GHHUDDELL, Agent. 31

For Baltimore. By Newcastle & French-

For Baltimore. By Newcastle & French do who take the Bay route. town Railroad and S'eamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.
G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Susquchanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 74 a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pennsylvania and rounantic part of Martin and the Sunday and the Sunday of Raleigh, by railroad to Weldon, Wilmington or Raleigh, ful part of Pennsylvania, and romantic part of Maryland.

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 7½ a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Levistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberiand, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in Passengers for York and Gettysburg will leave in the 7½ line.

JACOB PETERS & CO. 31

press Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers gers arrive at Philadelphia in full time to continue may be assured of a safe and comfortable passage, on by the mail train for New York. Fare \$3. Sunevery arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

Susquehanna Line of Rail-

\$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line .--Leave New York at 9 a.m. and arrive in Philadelphia at 31 p.m.; arrive in Balti-more at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richarrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, cipal railroads in the country, effectually prevents Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve It is mond by 111 o'clock p.m. and Petersburg, Va. by
21 o'clock p.m., through to the former city in tuelve
heurs, and to the latter in fourteen and a half hours,
(and in eight hours less time than by the Bay route,
and to Charleston, S. C., in fifty-one to fifty-two
hours after leaving Baltimore, and do not incur the
risk of any detention at intermediate points as those
do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'Wey York.

this is never touched by passing trains, except when
in use, preventing their running off the track. It is
simple in its construction and operation, requiring
only two Castings and two Rails; the latter, even if
much worn or used, not objectionable.

Working Models of the Safety Switch may be
seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,
New York.

Way Mail Schedule .- Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 12 p.m.; arrive in Baltimore products of the product of the more at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

they are enabled to execute both large and small orthrough the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves flange folk next morning at 7 o'clock; fare \$6. Leaves tries; car wheels of cast iron, from a variety of patterns, and challs; car wheels of cast iron with day at 12 m. and Charleston next morning at 7. Fare through \$21.

For Philadelphia (Union Line,) via Ches apeake and Delaware Bay, and Newcastle and Frenchtown Railroad.—The well known steamboat Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Bowly's wharf, foot of South street, at 8 o'clock, p.m. daily [except Sundays] for Philadelphia. Through in 8 hours. Fare \$3.

Morning Train for Phila-For Pittsburg. By the Pioneer and Ex-us Packet Line. Leave the Depot, 274 Market above 8th, at 71 a.m. By this route travellers gers arrive at Philadelphia in full time to continue

FROM PHILADELPHIA.

PASSENGER LINES NORTH AND

EAST.

By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.—

Fare \$4.

For Reading and Pottonill. By HILADELPHIA.

FROM BALTIMORE.

SUMMER ARRANGEMENT—FARE

By the Great Southern Mail

SUMMER ARRANGEMENT—FARE

By the Great Southern Mail

By the Great Southern Mail

By the Great Southern Mail

Charleston, S. C., whereby the traveller gains 24 to order, will please give the exact inside diameter, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—

Charleston, S. C.

For Reading and Pottonill.

PASSENGER LINES NORTH AND

SUMMER ARRANGEMENT—FARE

SUMMER ARRANGEMENT—FARE

By the Great Southern Mail

SUMMER ARRANGEMENT—FARE

By the Great Southern Mail

SUMMER ARRANGEMENT—FARE

SUMMER A mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Crank Axles, made from the best refined iron;

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Balti
Wro't. Iron Engine and Truck Frames; Railroad more to Charleston, \$21: whereby the traveller Jack Screws; Railroad Pumping and Sawing Ma-Saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a strong ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective fron and Brass Castings of all descripions.t ja451y

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the prin-

laid down, or removed, without cutting or displacing

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, tentee ja45 Reading, Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, For Norfolk and the South, by steamboat they are enabled to execute both large and small or-

springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

Paterson, N. J., or 60 Wall street, N. York. NAMUEL NOTT, CIVIL ENGINEER, SURveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., presented and all appropriations business executed. pared, and all appertaining business executed. REFE

om Baltimore on Sundays for Philadelphia, is the ail train which leaves Pratt street depot, at 8 p.m. Boston, Col. J. M. Fessenden, "Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

Susquehanna Line of Railroad Cars and Post Coaches.
This line leaves the depot, corner of Broad and Cars leave from their office, 63 North street, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Boston and Worcester railroad.
The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, deliellmira. For seats apply at the stage office, 104
Race street, ur der the White Swan Hotel.

S. STILES, Agent.

For Philadelphia, via York, Columbia and Boston and Worcester railroad.

Jaki The Subscribers are railroad.

To IRON MANUFACTURES. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a Jatent in the United States for his process of smearing Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late R.v. F. W. Geissenhainer,
are prepared to grant licenses for the manufacture
of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,
ja45

No. 4 Sout Fronth st., Philadelphia, Pa.

# FROM NEW YORK.

New York and Harlem Rail-Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

New York and Eric Rail road Line. For Middletown, Goshen, and intermediate places

-Two daily lines each way, as follows:-For passengers-The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurts-boro, Monticello, Mt. Pleasant, Binghampton, Owe-

boro, Monticello, Mt. Pleasant, Bingnampon, ongo, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

PASSENGER LINES FOR THE NORTH AND WEST.

Morning Line, at 7 o'clock-For Albany, Troy and intermediate landings.-The steamboat Troy. Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday.

Asternoon, or 5 and 7 o'clock Line .- At 5 o'clock, Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to

P. C. SCHULTZ,

At the office on the wharf.

At the office on the wharf,

Saturday.

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M.,
to Boston and Albany; 8½, do., do., do.; 10½, do.,
do., do.; 2, P.M., to Boston and Albany; 4, do.,
do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do.,
do.; 12, M., or on arrival of the Boston train; 3,
P.M.; 6, P.M., or on arrival of the Boston train.—
Fare, 12½ cents.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 31, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

11 L. R. SARGENT, Superintendent.

31

Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Pasage 2, breakfast on board.—The Francis Saltus, Capt H. G. Tisdale, leaves Whitehall, Tuesdays, Capt H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS,

Agent, Troy.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

# PASSENGER LINE EASTWARD.

Long Island Railroad Company .- Trains run from-Brooklyn depot.—Boston train, 81, a.m., daily, stopping at Farmingdale and St. George's Manor; acping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily at 1811 class to the acceptance of the stopping places between the stopping daily, at 124 o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train at 61, a.m., daily, for Brooklyn and the fall many daily for Brooklyn and at 61, a.m., and 21, p.m., daily, for Brooklyn and intermediate places.

The steamboat Statesman leaves Greenport for

Sag Harbor twice each day, on arrival of the trains from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Regular Mail Line between New York and Boston, via Sionington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massa setts, Capt. Comstock; Mohegan, Capt. —; Nar-ragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays,] at 6 o'clock, p.m., from New York, and from Ston-ington on the arrival of the mail train, which leaves Evening, or 7 welock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct Albany—Daily, Sundays excepted—Through direct Rhode Island on Mondays, Wednesdays, and Friat 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Saturdays. Via Newport, the Massachusetts Crittenden, will leave on Monday, Wednesday, and Saturdays, Thursday, and Saturdays, and Saturda

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays.

Passengers on the arrival of the statement of the statemen

Passengers, on the arrival of the steamers at Al-len's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street,

Hoasatonic Railroad; Bridgeport and New York.

—The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified. R. B. MASON, Superintendent,

PASSENGER LINES, SOUTH AND SOUTHWEST.

SOUTHWEST.

New York and Philadelphia Railroad Line—Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 44 o'clock, P.M. Fare in
first class cars, \$4. Second class cars, 3.

Passengers will procure their tickets at the office
foot of Liberty street. Philadelphia Baggage Crates
are conveyed from city to city without being opened

are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad
Line.—For Philadelphia Amboy, daily, Sundays excepted, at 51 o'clock A.M.
Passengers will take the cars at South amboy. Fare Passengers will take the cars at Soum amoby. Fare to Philadelphia, 3. Forward deck passengers, 2 25. To Freehold and Monmouth, via. stages from Hightstown, 1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffis, 12; cents. The steamboat Independence will land at each of the above named lacest going and returning laces.

the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

New Jersey Railroad and Transportation Company. — For ewark. Fare 25 cents. Leave New York at 8,9, New Jersey Railroad and Newark. Fare 25 cents. Leave New York at 8, 9, and 11 o'clock A.M., and 12\(\frac{1}{2}\), 2, 3, 4\(\frac{1}{2}\), 6\(\frac{1}{2}\), and 8 o'clock P.M. Leave Newark at 7, 7\(\frac{1}{2}\), 8, 9, 10\(\frac{1}{2}\), A.M., and 1\(\frac{1}{2}\), 4\(\frac{1}{2}\), 6\(\frac{1}{2}\), 9, 10\(\frac{1}{2}\), A.M., and 1\(\frac{1}{2}\), 4\(\frac{1}{2}\), 6\(\frac{1}{2}\), P.M. Leave New York at 9 A.M., and 4\(\frac{1}{2}\) P.M. Leave New York at 9 A.M., 12\(\frac{1}{2}\), 2, 4\(\frac{1}{2}\), 6\(\frac{1}{2}\), P.M. Leave Elizabethtown at 7, 7\(\frac{1}{2}\), 8, 10\(\frac{1}{2}\), A.M., 3\(\frac{1}{2}\), 6\(\frac{1}{2}\), 9\(\frac{1}{2}\), P.M. For Rahway. Fare 3\(\frac{1}{2}\) cents. Leave New York at 9 A.M., 12\(\frac{1}{2}\), 2, 4\(\frac{1}{2}\), 6\(\frac{1}{2}\), P.M. For New Brunswick. Fare 50 cents. Leave New York at 9 A.M., 4\(\frac{1}{2}\), P.M. Leave New Brunswick at 12 M.M., 8\(\frac{1}{2}\), P.M. On Sundays, leave New York at 9 A.M., and 4\(\frac{1}{2}\), P.M. Leave New Brunswick at 12 M., and 3\(\frac{1}{2}\), P.M. The commutation fare between New York and New Brunswick and intermediate places, including Newark.

New Brunswick and intermediate places, including the ferry, 565 per annum.

Paterson Railroad. Leave
New York, 9‡ A.M., 12‡, 5‡ P.M.
Leave Paterson, 8, 11‡, A.M., 4 P.M. On Sundays,
leave New York 9‡ A.M., 5‡ P.M. Leave Paterson, 8‡ A.M., 4‡ P.M. Passengers are advised to
be at the ferry a few minutes before the stated hours
of departure. Office 75 Courtland street. Paterson Railroad. Leave

P.M.; 6, P.M., or on arrival of the Boston train.—
Fare, 12½ cents.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

11 L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½ do., daily.

Persons going to Saratoga and north should take the fight of the fight of the fight of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., train; and passenge Morris and Essex Railroad.

# AMERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER

for railroads, canals, steamboats, machinery,

AND MINES.



## ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

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THURSDAY, SEPTEMBER 25, 1845.

[WHOLE No. 482, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone cement, etc. It is also the best means for advertisoum for advertising contracts, and placing the merit of new under takings fairly before the public.

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One page, single insertion	8	0
One columnn ". "	3	0
One square " "	1	0
Professional notices per annum	5	0

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TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
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FRENCH & BAIRU, Philadelphia, Pa. (See Adv.)
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NY, Newcastle, Del. (See Adv.)
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(See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal FLAN is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad. Safety Ream On the passage of Safety Bean

the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broen, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attend-ing the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

They have for some time been applied to passenger cars on this road, and transportation office, No. 1 Hanover st., N. York.

Section

ELEVATION

DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranttry, the manufacturers have no nestitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

These Arresters are constructed on an entirely different principle from an The form is such that a rotary motified to the best spikes in market, between extensively used during the least part of the wave been extensively used during the least part of the wave been extensively used during the least part of the wave been extensively used during the least part of the wave been extensively used during the least part of the subscriber at the works, will be promptly to such a state of perfection that no an-noyance from sparks or dust from the control of the part of the part

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal fron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*A Railroad Companies would do well to forward their orders as early as practicable as the subscriber.

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand. ja45

# FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

10 THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters

These Arresters are constructed on an entirely different principle from any heretofore offered to the public.

The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintend ant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, Presistent Long Island Railroad, Brooklyn.

Monroe, Mich., Mr. 1997.

Monroe, Mich., Mr. 1997.

Monroe, Mr. 1997. ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

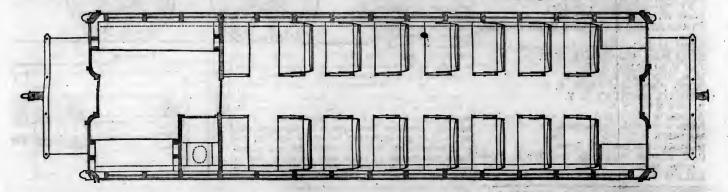
Philadelphia, Pa., April 6, 1844. .*. The letters in the figures refer to the article given in the Journal of June, 1844. ja45

BENTLEY'S PATENT TÜBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

# DAVENPORT & BRIDGES' PATENT CAR AND TRUCK



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. senger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within infleen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE CUSHMAN'S COMPOUND IRON RAILS.

Tyres imported to order and constantly on hand
A. & G. RALSTON improvements in the construction of rails, mode of Mar. 20tf 4 South Front St., Philadelphia.

Mar. 20tf

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very avantageous to the varied interests connected v their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

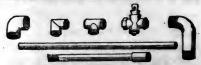
Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

# PASCAL IRON WORKS.

# WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 be, per square inch, with Stop Cocks, Tr. Lt. and other fixtures to suit, fitting togs:her, with serew joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLOSS.



MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Stre PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at

for Rails of all killus. Address all Jennon's Run, Alleghany County, Maryland. WILLIAM YOUNG, jy451m President

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Biluminous Coal and Iron Ore, of the first quality, at
Ralston, Lyoming Co., Pa. This is the nearest
point to tide water where such coal and ore are
found together, and the communication is complete
with Political with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more chealy at the works, and taken together. more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern shop.
Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x454 feet two stories high, with a shed part 454x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven.

corn oven.

Store house—a range of buildings for storage, etc.,
200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following

buildings thereon standing:

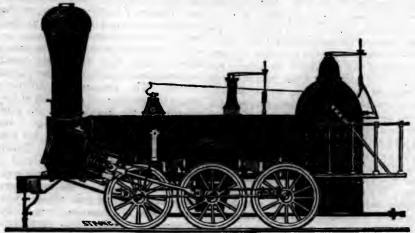
Boiler house 50 feet long by 30 feet wide, two sto

Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Chuadelphia.

CYRUS ALGER & CO., South Boston Iron Company,

# NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip-

Class 15 inches Diameter of Cylinder, × 20 inches Stroke. 44 × 24 14 14 . 66 3, 141 33 33 . 4 × 20 . 6 66 66 . 33 33 × 20 66 121 46 × 20 11; " 66 660 " 101 . . . . . . . 66 22 66  $\times$  18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars,

NORRIS, BROTHERS.

Philadelphia to Pittsburgh through Harrisburg.

## Philadelphia and Pittsburg .--- Continuous Railroad

We have for some time time noticed the workings, in the interior of Pennsylvania of the right spirit on this, to Philadelphia all-important subject, and we were surprize to find a Philadelphia paper raising object tions to it, or advocating another route, b the construction of which the travel would mainly go round Pennsylvania.

To us it has been matter of surprize that so little has been said and done in favor of the exceedingly favorable route discovered which was published in the Railroad Journal in 1841. We shall have occasion to restate railway, can be had. We have said provements which had been made in the that report soon and are gratified to see that we had the charity to suppose the written group of interior Pennsylvania moving, as they will be sure to arouse the right spirit suspect the editor of a paper, guilty of being tain Huddart's contrivance for varying the and action in Philadelphia and there is no ration, between Philadelphia and Baltimore, tance from the centre of the rope, so that people within our knowledge who more need for the ignoble purpose of injuring his own to be aroused to a knowledge of their own state, and the city in which he lives. Ex-same distance from the central strand, was true interest on a large scale.

The Harrisburg Argus is ernest in its advocacy of a direct line of railroad, from Philadelphia to Pittsburgh, on "Pennsylvania grounds" and in reply to some arguments from other quarters, holds the following lan-

show that the distance to Pittsburgh, by way hours. We shall carry 500,000 passengers of Harrisburg and the valley of the Juniata is annually over the route, as it will be the carry that principle into effect. The wire nearest and best route from the seaboard to rope consists of a hempen core, and the horizon-rope consists of a hempen core, and the object of his machinery is to carry that principle into effect. The wire By the survey of Jonathan Knight, made in the Ohio, and also the nearest route to lake tal section of which exibits seven equal cir-1841, and 1842, the Baltimore and Ohio rail- Erie. way, when completed to Pittsburgh will be 339 miles in length, 179 of which has been ican, we can construct a branch from Cham-central circle, and also each other. Round finished to Cumberland, and 160 miles, not bersburg to the Baltimore and Ohio road.ished road, is 84 feet per mile, for several not permit us;—and in the next, if permiscentral core is of hemp, (as is the core of the miles, on both sides of the Parr's Ridge, bestion could be obtained, the distance by this rope,) it is surrounded by six wires,—the distance of the rounded by six wires,—the distance of the core of the rounded by six wires,—the distance of the core of the rounded by six wires,—the distance of the core of the rounded by six wires,—the distance of the core of the is the yeavy grade that the number of tons do not uqual half the number per train which to Hancock and from thence to Chambersburg, the rope exibits forty-nine equal circles, (thirty-nine equal circles, thirty-nine equal circles, the control of the years of years of the years of years are taken over the Philadelphia and Columbia road. The trains averaged on the Baltimore and Ohio road in 1839, 24 tons, in 1840.

This is 97 miles and between 40 and the centres of the hempen cores of each the centres of the hempen cores of the h 21.3 tons, in 1841, 19.2 tons, thus decreasing that. This is 97 miles and between with the age of the road. The unfinished portion of 160 miles from Cumberland to Pittsburgh has a grade over the Allegheny mountains for 30 miles of 57 to 66 feet per mile, 21 feet higher than the maximum grade through Pennsylvania. By the surveys of Col. Chas. Schlatter made in 1839. 1840 and 1841 by the authority of the state, the distance between Harrisburg and Pittsburgh is only 229½ miles and the grade is in through Pennsylvania is about 80 miles near-no place steeper than 45 feet per mile, the er than by a branch into Maryland. This depth in mines, a heavier load may be lifted maximum on the Philadelphia and Columbia together with the fact, that Baltimore inter-with equal power whenever the wire rope is railroad. Col. Schlatter, was three years est would control the company, and put disemployed and with able assistants examined criminating tolls on freight and passengers preferable in the fixed rigging of ships; three different routes, giving preference to the passing through the Cumberland valley, and its value for railway purposes has been one by way of Juniata which is only 229½ would force every thing to Baltimore to the proved by decisive tests. As long as hempen miles in length.

way from Harrisburg to Pittsburgh.

e a,	Miles.  Philadelphia and Columbia and Harrisburg railroad
a,	Maximum grade 45 feet per mile336  Philadelphia to Pillsburgh through Baltimore.
c-	Miles.
y	Philadelphia to Baltimore
ld	Cumberland to Pittsburgh160
at	Maximum grade 84 feet per mile
of	Philadelphia to Pittsburgh through Baltimore, 436 Philadelphia to Pittzburgh through Harrisburg336

Thus it will be seen that a much better tend the Baltimore and Ohio railroad from subjected more nearly to the same amount of railroad reaches the Ohio river, and our Columbia railway will be deserted of travel, ufacture of the hempen and the wire rope lumbia railway from Harrisburg to Pittsburgh, on "Pennsylva a grounds" and in reply to some arguments on other quarters, holds the following landage:

Actual surveys by experienced engineers, low that the distance to Pittsburgh, by way

Actual surveys by experienced engineers, low that the distance to Pittsburgh, by way

New shall carry 500 000 presences.

The maximum grade on the fin- In the first place, the state of Maryland will actly in the same way, except that while the

From Philadelphia to Harrisburg	1064
From Harrisburg to Chambersburgh, . Chambersburg to Cumberland	514
Cumberland to Pittsburg	160
Deduct Pennsylvania route, by Juniata	415 336

prejudice of Philadelphia. Under such cir-ropes were used on the Blackwall railway, Let us then look at the distances, and cumstances, who would construct the branch there were often two or three breakasge a-day. show the effect of his opposition to a rail-from Chambersburg to Hancock, even if Since these have been superseded by the iron Maryland should grant the privilege?

A continuous railway through Pennsylvania from Philadelphia to Pittsburg is demanded by the best interest of the commonwealth. and the Philadelphian who opposes it, is an enemy to these interests, and if he does boast of being a Native American, he is no true son of Pennsylvania, native or adopted, and carries no Pennsylvania heart in his bosom.

ON THE MAMUFACTURE OF WIRE ROPES. By Mr. Carpmael.—This manufacture has grown up within the last four or five years. Till the year 1839-40 there were no real wire ropes in this country, i. e. no manipulation of wire, first producing strands, and then combining these strands into a single each, throughout its course, being kept at the Cumberland to Pittsburgh, before our own tension. The characteristic difference between the mechanical principles of the mancles,—six round a central one; these, accor-But says the editor of the Native Ameri-ding to a known geometrical law, touch the this central core are six strands, formed exstrand, producing a regular hexagon. Having exhibited the machines by which Mr. Newall lays the wires in the strands, avoiding all twist, Mr. Carpmael stated some of the purposes to which this manufacture had been applied. He premised, that the greatest strength is obtained when wire made of hard iron is used. Ropes thus manufactured are stronger, lighter, and cheaper, than From this it will be seen that the route hempen cordage bearing equal weights; conwire, there have not occured more than 12

May 9 .-- [Athenaum.]

The Manufacture of Steel.—We have be-fore referred says the London Mining Journal, to the the exibition of mineral productions at Berlin, as having attracted the attention of the chiel miners and iron masters on the continent, from the important nature of the subjects introduced. In following up our notices, we this week translate the following paper on steel, with the different processes adopted in mixing ores and casting:

Preparation of the Ore. - The ores for the production of cast-steel are very fusible, possesses a large portion of manganeseferous qualities, but only a small quantity of lime. This ore is a mixture of hydropidated iron and specular iron-the residues are of argillaceous schiste. After their extraction, they are washed and separated from the quartz; the ores are afterwards roasted, which is genthe following ordeals:---

The Large Furnace. - The mixtures are made as follows .---

20 per cent. of ore, not roasted or burnt;

74 per cent. of ditto-roasted;

6 per cent, manganese.

100, to which is added,5 per cent. of calcarous stone.

The greater part of the high furnaces consume wood as a fuel, but lately they have made some trials, at Siegen, to employ coke, which has answered all the purposes of wood, if it were not that the casting afinery itself with less facility, but the quality is the same. The production of white shining metal is a portion of steel, but there are middling qual-

to 5s. per 2cwts. Eng.)

twenty to twenty-four lines in width, are it freely wets, while it is repelled by the oil minute, the chemical composition in question. drawn out; these sheets, or small blades, are of the ink in which the writing or drawing Already, subscriptions are abundant, and a temperered and broken in several pieces, to on the plate is traced. A leathern roller, society is in course of formation. The inquired; twelve io fifteen are placed one upon repulsion between the oily ink and the waanother which are held by pincers in the fire tery surface over which the roller passes, preliquid air. A steam engine, of six-horse powto solder them together; and, by cutting vents any soiling of the unfigured parts of er, will produce that quantity in 8 hours."
them and re-soldering them, according to the the zinc plate, while the attraction between Union of the Atlantic and Pacific Oceans. quality of steel wished to produce, they can oil and oil causes the ink to be distributed refine it to any temperature; but if, during over the printed portions. In this condition this refinery, iron is mixed with the steel, it the Anastatic plate is complete, and impresproduces an inferior article, but at the same sions are pulled from it in the common lithosteel is, therefore, not a very simple process, his description by stating, that when it was under favorable circumstances—a grant of

PROCESS OF ANASTATIC PRINTING. BY PROF. FARRADAY.—Anastatic printing is the ed, may be done to an indefinite extent.known properties of the articles employed. Thus, waler attracts water, and oil, oil; though each mutually repels the other. Metals are much more easily wetted with oil than with water, but they will readily be moistened graving can be transferred by pressure to any to have it all under contract this fall.—[Bursmooth surface beneath. If, for example, a lington Free Press.] corner of a newspaper be fixed on a white sheet of paper, and then pressed, or rubbed with a paper-knife, the letters will be distinctly seen in reverse on the paper. This effect is known to book-binders, and our WILL WONDER disfigured by the "setting off," or transfer of the Rouen paper, we have not before heard, therefore the ink on the opposite page. Such being we can throw no new light upon the subject. the properties of the matters concerned in Anastatic printing, the process is simple. The Philadelphia, published in the Memorial de

fractures in twelve months, and during six which varies greatly in different. countries, required to apply the Anastatic printing to thousand journeys .- Proceed. Royal Inst., particularly in Styria, where they avoid pro- very old originals which do not set off their ducing a shining metal, preferring the white ink on pressure, the following expedient was or grained; it gives a quality of steel, much resorted to: The page, or print, is soaked in more pliable, but not so durable, and there- a solution, first of potass, then of tartaric fore is more adapted for springs than for ma- acid. This produces a perfect diffusion of king of blades, or other cutting instruments. minute crystals of bi-tartrate of potass through the texure of the unprinted part of the pader. As this salt resists oil, the ink-roller may now be passed over the surface without transfer-(fresh raising up) of copies from a printed ring any of its contents, except to the printed sheet of paper. This, by the process describthe paper, and the operation proceeded with The philosophy of this process and its practice as before, commencing with the moistening by nitric acid. During the description of the were explained and exibited. The philoso-phy of the Anastatic printing rests on a few of a printed work, with wood cuts, was made by Mr. Woods, who had brought his press and workmen. - Proceed. Royal Inst., April 25,1845. - [Mechs. Magazine.]

Central Railroad.—We learn that the inby a weak solution of gum; and, finally, stalment of five dollars, due on the 1st inst., this property, of their becoming wet by water, has been promptly met by the stockholders, erally done in conical pans—and it is only is greatly increased by phosphatic acid. To and the directors are ready to proceed at once after having left them for one or two years these properties of oil, water, and the metals, with the work. Mr. Cheesebrough is now may be added, as one of the principles of An-engaged at this place making the necessary astatic printing, the readiness with which part preliminary surveys for the final location of of the ink of any newly printed book or en the road. It is the intention of the company

> We would suggest to the engineer to send early notice of his lettings to the Rail-

WILL WONDERS NEVER CEASE ?- We find a parreaders may have seen, especially in the case agraph in the Railway Express which calls forth this of books bound soon after publication, pages inquiry. Of the wonderful "agency" spoken of, in

The production of white shining metal is a printed paper, whether letter-press or engraphorous fit is this description that contains the greater and then pressed with considerable force, by ities of a grained white, which are also much By this means every part of the sheet of paperssion, he has succeeded in liquefying atesteemhd. After the operation of the high per is brought into contact with the plate of mospheric air; and then, a tew drops only furnace, comes the afinery, which is as follws.

Afinery Fires.— In these fires are afined all the productions of the high furnace—nearly similar to the afinery of iron—and the whole mass is drawn out in bars of eighteen lines square, which gives the rough steel, and lines square, which gives the rough steel, and the work. The principles before specified and then hour and a quarter—the whole motive which is worth 50f. to 55f. per 100 kilos (21. are now brought into operation. The zinc an than hour and a quarter—the whole motive 5s. per 2cwts. Eng.)

plate, thus prepared, is washed with a solupower being the liquid air inclosed in a ves
Refinery.—The rough steel bars, in thin tion of gum in weak phosphatic acid. This sel of two gallons and a half measure; into sheets, of two or three lines in thickness, and liquid is attracted by the etched surface, which which fell, drop by drop, and from minute to ascertain their quality. They are assorted covered with ink, is then passed over the ventor declares, that an ordinary packet-boat according to the description of steel that is re-plate, when a converse effect ensues. The may make the passage from Philadelphia to

This important subject is again before the British public; and it would appear, from time much cheaper. The manufacture of graphic process. Mr. Farraday concluded Engineer and Architect's Journal for June,

nal in fie, and the entire receipts for tolls du-ring fifty years after it is completed, with other privileges of great value-will, we should suppose, be ample inducement for capitalists in England to furnish the necessa-

Journal was the first scientific work to bring before the public Mr. Galloway's plan for constructing a railroad in the desert, and uniting Suez, Grand Cairo and Alexandria by a few hours journey, instead of many days, so it has now the means of calling attention to a much greater and more magnificent project for uniting the Atlantic and Pacific, saving to the vessels of Europe 8,000 miles, and to those of America 12,000 miles in voyaging to China and the East, opening a new world to the enterprize of the old one, connecting the mother country with her distant colonies-obviating the present difficult and dangerous passage by cape Horn, twice under the burning sun of the tropics, and contributing more than any discovery since that of the mariner's compass and those made by Columbus, to the vast objects of commerce and civilization, the enrichment of many and the enlightenment of more. To Don Jose de Garay, assisted by the Mexican government, is the honor of planning, surveying and demonstrating this magnificent project due, to Mr. alderman Vickers the credit of appreciating its consequences and capabilities, and adopting it and bringing it before the British public. The distance across the Isthmus is 120 miles, the length of the river with its coast of Mexico, proceeding from thence to plicitly trusted and not interferred with—that winding which is navigable, is 40 miles, and China, etc., and all vessels bound to the Pathey are left to do, and not to argue—this is nal to be cut is 49 miles.

The following extracts from a circular just issued by alderman Vickers, will exhib-

it the progress of the undertaking.

Don Jose de Garay, who is now in London, conceived the execution of this grand project; and the Government of Mexico appreciating its vast importance granted to him woods, cotton, indigo, coffee, sugar, cocoa, the most ample concessions, in case he should cloves and other spices, cochineal, ivory, ment, that the chairman rather under-stated succeed in carrying it out. Fortified with this concession, and the countenance of the direction of Don G. Moro (an Italin engineer), a scientific commission, the members of which, after an examination of the Isthmus for upwards of a year, made a report, in the most favorable terms, as to the praced out by a press of other matter. ticability of the undertaking. The Mexican officers Don Manuel Robles and Don Jose the Great Western is a song of triumph, and now so valuable property. While we are Gonzales (whose services the government its notes were joyously taken up and re-echoed satisfied that Mr. Saunders has well deserved had placed at the projectors disposal), took by the shareholders present at the General all he has obtained, it is but justice to the tant concessions made to Don Jose Garay by rehearsed comprises the Berks and Hants, the that there are not many who would have been the Mexican government are: First—Pow-oxford and Rugby, the Monmouth and Hereford, the Oxford, the Oxford, Worcester and Wolverhampton, and to receive for ton, the Wilts, Somerset and Weymouth, and to this amity of co-operation and unity of manfifty years (commencing from the day that the South Wales; all of them fresh and pow- agement, that the esprit du corps which unites communication shall have been effected between the two oceans), all tolls and dues actween the two oceans), all tolls and dues accruing from transit, both by means of a caa celbration of the victories of a campaign
tributed, and it also is a great element in their

territory thirty miles on each side of the ca-tion that one-fourth of the dues (after expen- of the Great Western as her year of perfect ry means. The territory granted, nearly five Second—A guarantee is given that for sixty cumstances, to our judgment, most sagac-millions of acres, is said to be of great value. years no person or company shall have pow-ious and provident. There has been a traffic "As the Civil Engineer and Architect's er to employ any steam vessel or steam car- on the half-year of £433,396, and a balence Third—The government cedes to Don Jose the amount of his original stock. de Garey in see simple the breadth of ten We are happy to find that the towns, villages, etc., and amounts to nearly consists in having men of talent in their man-five millions of acres. Fourth—The valua-ble privilege to purchase lands, etc., of es-ing for it, and after getting good managers, tablishing colonies to the extent of 50 leagues leaving to them the entire responsibility of (one hundred and fifty miles), on each side their duty. Dabbling directors are the bane of the line in addition; with all rights and of a railway; men who want to do every privileges in perfect equality with Mexican body's business, because they have none of citizens, which is not granted to other settlers. their own, or do not occupy themselves with cognised the grants which form the basis of rectors to have three good men—their chair-this object. The celebrated Arago has sub-man, their secretary, their engineer. They mitted it with his own commendation to the Academie des Sciences at Paris, and it has been mentioned most favorably in various learned associations of this country. By the adoption of this project all vessels that now one, had been before you. Events which double cape Horn from the United States came on others by surprise had been by their would save upwards of twelve thousand fore thought provided for. That they are miles of the distance, and those from Eu-clever men—that their talent is known—that 120 miles, the length of the river with its rope eight thousand in reaching the west their value is appreciated-that they are imcific would not only save time but also avoid the secret of success. the dangers of the present navigation. By his undertaking the Oregon territory, the Californias, Mexico, Peru and Chili, an extent of eight thousand miles from Nootka be termed a new existence. These countries rarest of railway directors gifts and qualifications produce hides, fish, oil, whalebone, fine tions. Here, indeed, they have found one. furs, coral, ore of the precious metals, etc., than over-stated the value of Mr. Saunders government, the projector formed, under the and offer for colonization many advantages to capitalists.

WILLIAM VICKERS.

Chronicle, was in type two weeks since, but crowd-

nal and railroads, or either, with the condi- which deserves to be celebrated in the annals success.

advance the proprietors will be compensated manence, her capital increased, for sundry by the payment of one-fourth of all dues regood and wise reasons, some of them obvious ceived for fifty years after the project shall enough, and others only seen by those who have passed into the hands of the government, can put this and that together, but in the cirriage of any kind within the Isthmus of Te- of near £275,000, of which there is available huantepec, without leave or license from the for dividend £163,226. The new quarter said Don Jose de Garay or his assigns .- shares are to be issued to each holder to half

We are happy to find that the meeting did The present government of Mexico has relit. It is the fortune of the Great Western di-

But then, in order to be able to trust such men, and abandon the railway entirely to them, you must first find them; and we bebay to cape Horn, will receive what may it is one of the most valued, is also one of the in his glowing eulogium. We are also satisfied, that while the shareholders did themselves credit by the generous gift they made The following article, from the London Railway him, they were only giving him a very small commission upon the enormous profits his exertions have been the means of reali-The report presented by the directors of zing to themselves, the lucky owners of that part in this commission. The most impor- Meeting of Thursday. The list of victories shareholders and directors to acknowledge

	AMERICA			KS AN							
STATE WORKS.	Length in miles	s. Cost.	Income	1843. Expend	Income.	44. Expen	The 13 to	State Can	als are all 4 de, and 80 to	feet deep, and	the locks
V. Y. I Black river canal		1,524,96	7				T	ne six mil	lions naid	to the cana	I fund fr
" 2 Cayuga and Seneca"  " 3 Champlain canal		237,000 1,251,60		10,953		14,443	aucti	on and s	alt duties a	are not inc	luded in
" 4 Chemung	23	684,60			116,739 14,385		Plan	nate of co	st. The C	denesee val	ley and
"   5 Chenango	97	2,420,000				15,960	comr	k river ca	nals require interest of	re large su	ms for th
" 6 Crooked lake	8	156,77		3,674	1,498	3,951	is mu	ich greate	er than the	estimated g	ross inco
" 7 Erie—enlargement of	363			6			of the	ese canal	s when fin	ished. Tl	ne sums
" 952 miles opened, cost \$1,500,000	120	3,739,000	12.20	2 13,819	19,641	15.559	quire	d to com	plete these	wo canals	are \$2,00
"  10 Oneida lake	6	50,000	22	5 2,239	621		finish	ed \$5.559	000, makin 3,000 and \$	2 400 000	an exper
" 11 Oswego		565,437		7 22,742	56,165	28,599	ture i	ncurred o	on estimate	d incomes (	admitted
Pa. 12 Beaver division canal	25				7,381	5,386	be lit	eral,) of	\$39,000 and	d \$14,000 r	espective
" 14 French creek	60					22,870	Th	e total re	ceipts from	the works	of Penns
15 Seneca river towing path	20	69 276			381		vania	for 1843	were \$1.	019.401 : fo	r 1844 4
' 16 Columbia railroad	801	4.204.969			443 336	205 067	COL		e cost abou		
17 Eastern division	36				179,781	138,915	Cana	l tolls	s for 1844 w	ere as ione	,578,
18 Juniata canal	93						Railr	oad tolls,			252.
20 Western division canal	361	1,828,461			351,102	248,943	Motiv	ve power,			319,
21 North branch Susquehannah can	121 72 1				101 010	***	Truc	ks, -		***	13,
22 West " " "	72	•••••			101,949	57,633	of wh	ich \$585,	922 is from	118 miles	of railro
io 23 Hocking canal	56	975,130	4,75	7	5,286			070,404 1	rom 550 m	nes of cana	u.
24 Whathi Canal	85	1,660,742		0 38,826	77,844	22,341	perty	tax of 51	of Ohio ar mills on t	he dollar	There
25 Miami extension	105	2,856,636		1	12,723 unfin'd.	1 8	1853 n	niles of ca	inal in the	State, which	n vielder
27 Muskingum	91	322,000 1,627,318		7	*200 205	15.007	1843	\$471.623	and in 18	344 \$515.39	3. the c
(2810hio	334	4,600,000	322.754	1 123,398	242711	112 010	IIst Ja	ın. '43 bei	ing \$15.577	.233. The	increas
29 Wabash	91	3,028,340	35,922	2 6,400	49,589	12,817	44 01	rer 43 18	only \$43.7	70. though	the vear
30 Walhonding		607,269		39,005	1,977		nas e	ry than a	greater in ver before l	mown	ugnout
31 Western road	31	255,015			8,747	1 /			illions on s		te wield
33 Maume canal		11,000,000			• • • • • • • •			ne whatev		willy WUI	s yield
· 34 Sundry works		10,000,000							railroad yie	elds above	6 per ce
35 Central railroad		1,842,308	149,987			89,420	and i	s the only	State wor	k—the Eric	canal
36 Southern railroad		936,295	24,064	7,907	60,341	70,000	repte	d—which	is able to s	stand alone.	
CANALS.	Length	Cost.	1843 Incom	ie. per	Inc	344. ome.	Div.	Value	′ 1	REMARKS.	
Blackstone.	miles.		Gross.	Nett. cen	t. Gross.	Nett.	cent.	stock.			
Bald Eagle Navigation.		400,000									^
Beaver and Sandy, (part)		1,000,000							We may,	perhaps, at:	some fut
Charleston, (S. C.)								tin	me be enab	led to give	the parti
Chesapeake and Ohio	184	12,370,470	47,637 .					la	rs of all the		01.
Conestota Delaware and Chesapeake								26 is	The Chesa	peake and	Onio ca
Schuylkill.	108	3,500,000	279.795 10	02.221	190 693	120 624		31 m	ines, hence	its triffing	income.
Farmington									The enlarg	rement of the	ne Schu
James river and Kenhawa								ki	ll canal has	been com	menced.
Middlesex				• • • • • • • • • • • • • • • • • • • •					The Morri		
Port Deposit	10	200,000	00.000 5	2 200	191 401	04 455	• • • • •	IO	r one millio its cost.	n, about of	ie-iourui
Southwark.	43	2,900,000	99,023	03,327	. 131,491	64,400			Its Cost.		
Tide Water.		2,900,000									
Union	80	2,000,000									
Morris		1,000,000					••••	261			
Dismal Swainp		••••••	•••••	•••••	.!		••••	•••••	~~~~	~~~	~~~
CANADIAN CANALS.	Length in	No. of Lockag	Length o	Size of lock	Depth on	Width of Bottom. S		Estimate.	Expended	Inco	
The Welland canal	miles.				mitre sill.	feet.	feet.	3 949 576	Sept. 1843. 22,485,572	1843. 64,658	1844.1
ain trunk from Port Colborne to Port Da	lhousie 28	31 328	feet.	feet. 26 1-2	feet. 8 1-2	45	81	0,020,07	3,100,012	02,000	
	ot added 21	1 6	150	26 1-2	8 1-2	35	71				
oad creek branch to Port Maitland	pelow. 1 1-2	1 6	200	45	9	45	85				
The St. Lawrence canal.	1		-							•	
lops and Port Cardinal		2 7	200	45	9	50	90				
pid Plat	4	2 11 1-9	2 200	45	9	50	90	672,498	973		
rren's point	3-4	1 3 1-9		45	9	50	90	007 90	1 665 669		
wall, passing the Long Sault rapids harnois, do. Coteau, Cedars and Cascad		7 48 9 82 1-2	200	55 45	9		150 120	1,190,087	21,665,663 275,426		
ine, do. Lachine rapids		5 44 1-2		45	9			old canal.	400,000	29,288	
gement of do	0 1-2							1,001,333		,,,,,,	
Total from lake Erie to the sea		57  525			0.7	95		000 000	440.000		,
ably	66	9   74	120 %	24	67	36	60	~~~	440,000	1,409	
COAL COMPANIES.	Length in miles	n   Cost.	1	1843. ncome.	Div.	1844. Income	. 1		f C::	REMARKS	3.
*	R. rd.   Can	als.	Gross	s. Nett.	cent. G		Nett.	cent. sto	ck.		
Delaware and Hudson	16 108			03 196,70	2 10 .	• • • • •	• • • • •	13			
Lehigh	20   72	6,000,	000		.1	•••••	•••••	3			
1.00 .00	\$ 5										

		Length		RICAN	RAIL Number	Paid	1 18	43.	Div.		44.	Div.	Previ-	Week e	nding
	RAILROADS.	in miles,	Cost.	and debts.	of shares.	on	Inco	Nett.	per cent.	Gross.	me.	per cent.	ous prices	Sept. Last	15. Sales
Me. I	1 Portland, Saco and Portsmouth	50	1.200,000	debts.	suares.	Maic	89.997			131,404	62,172		1011		
N. H.	2 Concord	35	750,000									12	65		
Mass.	3 Boston and Maine	56 17 1-4		unfin.			178,745	68,499	6	233,101	86,401	01	111		
"	5 Boston and Lowell	26	1.863.746		:		277,315	144,000	8	316,909	147,615	8	118		
66	6 Boston and Providence	41	1 886 135	none	18 600	100	233 388	110.823	6	282,701	156,109	6	111		
66	7 Boston and Worcester	44 21	2.914.078	not stated			40.141	162.000	6	428,437 17,737	195,163	71	1161		116
"	8 Berkshire 9 Charlestown branch	21	280,000	not stated		• • • • • • • • • • • • • • • • • • • •		17,500	13		13,971	51	80		
	10 Eastern	54	2,388,631				279,563	140,595	6	337,238	227,920		1071		107‡
66	11 Fitchburg	50	11.150.000	iustopn'd						42,759		10	119 126		
66	2 Nashua and Lowell	14 1-2 20	430,969				50,671	24,000	8	94,588			102		
66	[4] Northampton and Springfield		172,883	unfin.											
	15 Norwich and Worcester		2,170,366	900,000	16,535	100	162,336	24,871	• • • •	230,674		3	105	·	691
	16 Old Colony	4	63,075	unfin.									103		
**	8 Taunton branch	11	250,000					20,000	8	96,687	20,000	8	120		
	19 Vermont and Massachusetts	******													• • • •
	20 West Stockbridge	3 156	,516 7,686,202	4,686,202	30,000	100	573.882	284.432	• • • • •	753 753	439,679	3	981		971
68	22 Worcester branch to Milbury		8,431	506											
"	3 Housatonic, (10 months,)	74	1,244,123						1	1150.000			26		33
Con	Hartford and New Haven	38 25 1-2	1,100,000		2,000				••••		• • • • • •	6	93		••••
66	26 Stonington, (year ending 1st Sept.,)	48	2,600,000		13,000	100	113,889			154,724	79,845		29		32
		131	336,211				45,896	7,522		73,248	48,033	0			
	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6	109 116		103
66	0 Buffalo and Niagara	· · ·	200,000		1.500	1994	86,291	21,334		96,738	32,344		100		
66	31 Erie. (446 miles.)		5,000,000		-,,,,,,,,								271		31‡
66	32 Erie, opened	53 26	0.050.000	850,000	30.000			48,000	••••	126,020	59,075		61	• • • • • • • • • • • • • • • • • • • •	624
	Hudson and Berkshire	31	2,250,000	150,000	30,000					140,685 35,029	62,399 1,789		117		027
66 3	5 Long Island	96	1.7		29,846					153,456	58,996	0	611		651
66 5	6 Mohawk and Hudson	17	1,317,893		10,000		69,948	58,780		79,804	45,763		564		
66	Schenectady and Troy	22 20 1-2	303,658 640,800			• • • •	42,242 28,043			34,666 32,646	6.365	0			
66 . 3	9 Syracuse and Utica	53	1.115.897	none.	16,000	621	163,701	72,000		192,061	120,992	8	117		
66	Tonnawanda	43	727,332				76,227	•••••		114,177	75,865	5			1
66	Troy and Greenbush	6 25	475.801			••••	44 395	21,000	••••	38.502	9,971	21	90		
66	13 Utica and Schenectady	78	2 168 165	none	20 000	100	277,164	180 000	9	331 932	199'094	8	132		
N. J.	14 Camden and Amboy	61	3,200,000				682,832	383,880		784,191	404,956		112		
	16 New Jersey	26 34	2 000 000			• • • • •							951		1
66	Paterson	16	500,000	1								6	881		
Pa.	18 Beaver Meadow	26	1,000,000			• • • •							•••••		• • • •
66	9 Cumberland Valley 60 Harrisburg and Lancaster	46 36	860,000			••••	•••••		••••	• • • • • • • • • • • • • • • • • • • •			30		
66 1	51 Hazleton branch *	10	120,000												
66	2 Little Schuylkill	29	900,000						••••			••••	•••••		
66	3 Blossburg and Corning	40	100,000			• • • •	•••••	• • • • • • • • • • • • • • • • • • • •	••••	******	•••••	••••			
88	55 Minehill and Schuylkill Haven	19 1-2	396,117	25,000	7,019	50			12			12			
86	66 Norristown	20	800,000					,					61		
66	7 Philadelphia and Trenton	30	400,000					•••••	• • • •		•••••	••••	104		
66	9 Reading	94	9,457,570	7,447,570	40,200	50				597.613	313.511		25		241
** E	60 Schuylkill valley	10	1,000,000												
	31 Williamsport and Elmira	25 93				• • • •	20,000	200,000	••••		210,000	••••	151		151
Del.	53 Frenchtown	16											195		15
Md.	64 Baltimore and Ohio, (1st Oct.)	188					575,235	279,402		658,620	346,946		481		
ec	65 Baltimore and Susquehanna 66 Baltimore and Washington	58 38	3,000,000			• • • •	177 992	71 601	••••	212,129	104 500		2 <del>1</del> 84		
Va.	67 Greensville and Roanoke	18	284,433		2,000	100	111,001	11,031		25,368	6.074		28		
66	Se Petersburg	63	969,880	63,000	7,690					122,871	72,898	3	77		
14	69 Portsmouth and Roanoke	78 1-2 76	1,454,171				•••••				85.688		••••		••••
66	1 Richmond and Petersburg *	22 1-2									00,000	6		•••••	
"	Winchester and Potomac	32	500,000												
N. C.	73 Raleigh and Gaston* 74 Wilmington and Raleigh*	84 1-2 161	1,360,000		• • • • • • •	• • • •			••••						
S. C.	5 South Carolina.	190	1,800,000			••••			••••	532,871	140 196	5			
68	6 Columbia	66	5,671,452		34,410		201.464	77.456		328,425	180,704				
	77 Central		2,581,723		• • • • • • • • • • • • • • • • • • • •		227,532	93,190							
66 "	79 Montgomery and West Point	147 1-2 89	2,650,000 500,000	170,000	• • • • • • •		248,026			248,096 35,000			•••••		
Kv.	OlLexington and Ohio	40		170,000						35,000					
OF: N	Stillittle Miami	40	400,000												
Omo	20 Mad wiren	40													
88 12	32 Mad river	40 56									•••••				

communications by Monday morning at latest.

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# AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

#### Thursday, September 25, 1845.

TH	E COAL TI	RADE-SCI	TUYLKILL	VALLE	Y.	
The s	hipments	by railroa	ad are 22	.948 to	ons, a	nd
by canal	8,181 08,	making	31,129 0	tons	for t	he
week.						
		BY RAILE	OAD.			

From Pottsville and Port Carbon—total	67,509
From Schuylkill Haven—total	79,084
From Port Clinton—total	14,249
Total by railroad	60,844
BY CANAL.	
From Pottsville and Port Carbon-total	05,279
From Schuylkill Haven-total tons	29,603
From Port Clinton	

Total by canal	.170,117
Total by railroad and canal	730,961

LEHIGH CO	LEHIGH COAL TRADE.					
Total shipments from	Mauch	Chunk.	Lehigh			
coal and navigation co.		127 020				

Room run do.. -

51.930—189,868

Beaver Meadow railroad and coal co.,	56,374
From Penn Haven—Hazleton coal co.,	50,053
From Rock Port—Buck Mountain coal co.,	15,177
	314,472

314,472	1
WYOMING COAL TRADE—total	1
PINE GROVE COAL TRADE.—total38,126	1
Minehill and Schuylkill Haven Railroad- total tons	1
total tons308,030	1
MOUNT CARBON RAILROAD—total tons 186,199	4
MILL CREEK RAILBOAD—total51,027	
[Miners' Journal.	1

PHILADELPHIA AND READING RAILROAD.—A comparative statement of the business on the philadelphia and Reading railroad for the second week in September, for three years:

1843.	1844.	1845.
Business \$9,075 77	\$16,767 77	\$30,081 65
Coal, tons 5,635	12,286	22,970

# Baltimore and Ohio Railroad.

This company have reduced the fare on the Washington Branch, from \$2, to \$1 60, and to 4 cents per mile for way passengers. We are gratified with this movement, because we believe it will advance the interest of the company. It is possible that we may, in this instance, be mistaken in our views, but we feel great confidence in the opinion that it will be otherwise. There is now one other part of the line, between New York and Washington, where a reduction should be made. The charge between New York and Philadelphia, as compared with other rallroads, is oppressive. There is not another line of railroad in the country, where, in our opinion, so favorable results would follow the reduction of fare as between this city and Philadel-Philadelphia, would pass over the road, where one Great Britain. now passes. It would give new life and energy to

reduced on the railroads.

#### New York and Eric Railroad.

We stated in our last, that the subscriptions to the stock of this road amounted to \$2,000,000. We managed. are now able to say that it has been increased by over \$500,000, leaving less than \$500,000, to be obtained, which will now soon be accomplished, and then the books will be closed. The closing of the books of this company, upon subscription of three millions, insures the early completion of the workbut that, by itself, important as we consider it, will be trifling in comparison with those numerous branches, extensions, and connecting roads, which are sure to follow speedily upon its completion-to the extent of several times its length. Of these, however, we will speak more at length hereafter; and close this, by calling the attention of those holding the old stock, to the advertisement of the company, in this number of the Journal, in relation to its ex-change for new. This is an important and an im-tations as in the Mining Journal of last Saturday. perative measure and should not be delayed-therefore we shall refer to it again, soon.

We desire to call the attention of our readers to the article in this number, in relation to the rival routes for a railroad from this city to Albany. The time has arrived when we look for action, action, ACTION, on this important subject, and we ask the Poughkeepsie Telegraph and other papers along the river, to republish this article, that the whole matter may be fully understood.

THE POWER OF STEAM AND THE EXTENT OF ITS USE.-It is said in the Mining Journal, that the power of steam in Great Britain, is equal in its effects annually to the labor of 270,000,000 men, in a population of only 28,000,000.

# Iron Trade.

924 Angust are as follows:

	Lou August, atc as tonows.					
j	London, A	ugu	st 2	2, 1	845	
,	Committee of the commit	£	S.	£	S.	D.
7	Bar Waleston	0	0.	. 7	10	0
	" London	0	0.	. 8	10	0
	Nail rods,,	0	0.	. 9	0	0
-	Hoop (Staf)	0	0.	.10	5	Û
-	Sheet "		0.			0
1	Bars "	9	0.	.10	0	0
	Scotch pig, Clyde		5.	. 3	7	6
	Russian, CCND		0.			
,	" PSI	0	0.			
ı	" Gourieff	14	5.	. 14	10	0
B	" Archangel	0	0.			
	Swedish, for arriv	0	0.			
3	" on the spot	11	0.	.11	10	0
ı	" Steel, fagt	16	10.	.16	15	0
ì	kees	15	10.	.15	15	0
	Welsh and staffordshire is in m	ode	rate	req	uest	tat

Welsh and staffordshire is in moderate request at quotations. Scotch pigs have advanced; several parcels were sold yesterday at 67s. 6d. in the Clyde. English continues steady at quotations. In Scotch pig-iron business done at 65s. and 67s. 6d. cash; holders are now firm at 70s. Railway iron in demand at £9 10s., at which price several parcels have been contracted for this week for delivery next year. In Swedish iron and steel, nothing doing.

A writer in the Mining Journal, who styles him- would now be considered.

Correspondents will oblige us by sending in their business, and benefit all-but especially the railroad self "a looker on," and who is evidently a shrewd companies—and we have not a doubt but that means and careful observer, gives the best exposition of the will be adopted before long, to carry passengers be-approaching demand for iron, and probable ability tween the two cities at lower rates, unless the fare is to supply it, that we have met with; which we shall give entire in our next, that our own capitalists may see clearly, the certainty of years of prosperity to this branch of business, if properly commenced and

London, A	lug	ust 2	9, 1	845.	
	£	8.	£	8.	D.
Bar Waleston	7	15	8	0	0
" London					0
Nail rods "					0
Ноор "					0
Sheet	11	10.	.11	15	0
Bars "					0
Scotch pig, Clyde	3	12 6	3	15	0
Russian, CCND					
" PSI					
" Gourieff					
" Archangel					
Swedish, for arriv					
" on the spot					
" Steel, lagt					0
" kegs					0
Welsh more in demand, and p	rice	look	ing	; up	

tations as in the Mining Journal of last Saturday. Scotch Pigs have been sold yesterday and to-day at 72s. 6d. and 75s.—according to terms of delivery; there are buyers at 72s. 6d. but no sellers under 75s. At the meeting of the masters, on the 27th inst., it was agreed to continue their quotation at 65s., but they will not sell under 75s. to 80s. There is a partial strike among the men, and others have given notice. In foreign nothing fresh.

THE ARRIVAL OF THE BRITTANIA, at Boston, has furnished us with the following English Journals and periodicals, viz: Herapaths Railway Journal, Railway Times, Chronicle, Record, and Express, the Mining Journal, Civil Engineer, and Architects Journal, Mechanics Magazine and the London Philosophical Magazine and Journal of Science, from each of which we shall endeavor to select something useful to our readers.

The present indications in the iron trade, are, There is a gradual advance in the price of iron, that prices must advance, as will be seen in our ar-The quotations in the London Mining Journal of ticle on that subject. The adjournment of parliament has by no means abated the growing spirit for new railways. It is well said by a writer in the Mining Journal, that "the impetus for railway making, has been given, and nothing will check it until every town in the kingdom is accessible by a railway"-of course the iron business must be greatly increased. It is estimated by the same writer that two thousand miles of railroad will be chartered by the next, and one thousand miles by the succeeding parliament, and that consequently there will be an increased demand, during the next three years, for 2,855,000 tons of iron 1 or 950,000 tons per annum, for home consumption. Who can estimate the comforts which this new enterprize will give to the laboring community? It gives new life to business in wavs innumerable. It is said that 1,233,-000 tons of iron will be required in the year 1848 for railroads in England alone-to supply which will employ 100,000 laborers, and consume 13,000 tons of ore, and 20,000 tons of coal per day, during the year. Twice as many laborers and mechanics will be employed in the construction of the works, In the same excellent journal of 30th August, we and machinery required on them when completedfind the following which shows a decided improve- besides those engaged in new enterprizes, growing ment in prices—and we have no doubt, from the out of the construction of these railroads. It is indications, that there is to be a material advance in difficult indeed, to define the limit of their influences the price, which will be sustained for a considera-upon the people and country. The results must be phia. At \$2, each, we have no doubt but that ble time, owing to the extraordinary demand to be seen to be realized. Even the boldest speculator three, and probably five citizens of New York and created by the extension of the railway system in upon future events, hardly dare give utterance to the truth, as it will become his imagination, as it

#### New York and Albany Railroad.

We published a short time since a letter from John Childe, engineer on the Springfield and Northamp-ton railroad, advocating the construction of a railcalled the river route. We give below, a statement from Albany to Boston, all those portions of margin of, or in the river, crossing sevemade two or three years since, as to the relative merits of the interior and river routes by Edwin F. Johnson, civil engineer; in which the conclusions arrived at are very diffierent from those contained in the letter of Mr. Childe. As the matter stands, it is incumbent upon Mr. Childe, having taken the offensive, to make good if he can do so, by reference to facts and by argument, the position he has assumed.

"Statement of Edwin F. Johnson, chief engineer of the New York and Albany railroad, submitted to the legislature of New York in 1843 pending the application for a charter for a railroad along the of the trade at Albany and Troy. east margin of the Hudson river."

The route selected by the New York and Albany railroad company, for the location of within the state of New York and near to its their road between New York city and Dutchess county, passes from the Harlem river into direct course, and distinguished for its very the Croton valley, where it occupies the only favorable grades, and cheapness of cost. suitable ground on which a railway can be constructed east of the Hudson river, with-so situated as easily to connect with the upin the limits of the state of New York.

Upon the northern portion, two or more routes or variations in the route, are consid-important tributary from the east; and that ered practicable by which the line may be about 50 miles of the portion of the main placed nearer to or farther from the river. line nearest to New York city could be made On this portion, the line as surveyed and to constitute a part of the continuous line matters will readily comprehend the suffirepresented on the annexed map, and on leading from New York, inland, to Boston ciency of an estimate which allows for the which the estimates of cost are based, is the by the way of New Haven, Hartford, etc.

The company in the discharge of their farthest practicable from the river.

The whole route on this line from New acterized by very favorable features. It lies with the choice which they were compelled cost in favor of the interior route, its superito make. The line selected as above descriority rests, as above stated, upon other and miles and for much of the remainder of the distance traverses the plains of Schodac and of Dutchess county.

mile. The total distance is 148 miles; 100 riously entertained was soon abandoned. miles of which is straight, the remainder curved with large radii.

has enabled them to commence the grading of the line in each of the counties of Westchester, Dutchess and Rensselær.

be pursued, which upon examination will be found, it is believed, to secure more certainly ny, and that its cost is no greater.

than any other, the great object to be attain.

It is apparent from a cursory examination

possible from the encroachment of ambitious derrated. The portion through and south of

west of Connecticut river valley, had become sented to be seven feet. tributary to New York. It was rightly deemmuch of this trade now passing off to Boston as possible; an object second only in impor-

It was exceedingly fortunate that a route ascertained to exist, lying wholly was eastern boundary, deviating but little from a

It was fortunate also, that the route was per division of the Housatonic railroad, thus securing without expense to the company, an

duty, in the location of their road, could not the sum of only \$120,000 ! of course be expected to comply with the York city to Greenbush and Troy, is char-wishes of those whose interests conflicted this point. Whatever may be the balance of county, physical obstacles of a most formida- York city. Kinderhook. Its distance from the Hudson ble character were found to exist, which en-

Now that a decision has been made in favor The privilege conferred by the charter, of a road on that route, are seeking to para-will be found, on a careful examination to building the road in sections, as fast as the lize the efforts of the company through the be widely at variance with the truth. company may obtain the means for so doing, medium of a rival charter, to be obtained if The difference in length of the two routes The company have thus very plainly in gin of the Hudson river. This route it is ence at the rate of motion contemplated, othdicated their opinion of the proper route to asserted, can be passed in less time and opera- er things being equal, will make but 6 to 7

New York city and protecting it as far as difficulties and expense have been greatly unthe Highlands, is located, of necessity, for Prior to the construction of the railway most of the distance, immediately on the Connecticut and Massachusetts within, and at high or low water, is not stated) is repre-

Upon this line, from the description gived of great moment to so locate the New en, there are marshes to be crossed by piling York and Albany road, as to reclaim as or otherwise; heavy excavations in rock with several deep thorough cuts. The road is also to be protected from injury on the river side by walling or docking for much of the tance in its bearing upon the interests of New distance. In fine the work is generally of York city to that of preventing a diversion such a character as to render it exceedingly difficult, if not impossible, even under the most careful examination and measurement to make any other than an approximate estimate of the cost.

Those who are experienced in such matters understand fully the difficulties of making constructions in water, and with even a very limited knowledge of the general character of the route, can appreciate the claims to confidence of an estimate which places the cost of a roadbed for a double track from Harlem river to Rhinebeck, with a super-structure for a single track "similar to the one laid on the Boston and Albany Railroad" at the average cost of only 20,000 dollars per mile!

Those also who are experienced in such right of way for a railroad between New York and Albany, on the proposed river line

It is unnecessary, however, to dwell upon bed, passes near the east line of the state: be- higher considerations, affecting deeply the tween it and the Hudson river in Putnam commercial interests and prosperity of New

The preservation of the ascendancy of river is from 15 to 20 miles, and it has one tirely precluded the idea of a route in that New York, in her control, over the internal principal summit situated near the north line direction. The possibility of obtaining a lev- and external commerce of the country and el or nearly/level line situated directly upon the cheapening of provisions in her markets From this summit the grade descends southerly, at an average of about 8 feet per from the great expense and other consider
country bordering upon the Hudson river. mile, and northerly at the rate of 16 feet per ations equally powerful and cogent, the idea and hence nothing will be lost, while much mile, the maximum grade being 30 feet per of building a road in that position, if ever semay be gained by selecting a more easterly line.

The declaration that the river line can be of the eastern or interior route, those whose passed in very much less time, and operated

possible at the present session of the legis as appears by the published reports, is about lature, the claim for which is supported by 2 per cent in favor of the river line, effected what purports to be a survey and estimate of cost probably, in a great measure by the crossing of a line running along or near the east mar- of the bays already alluded to. This differted at less expense than the one selected by minutes difference in the time of passing both the New York and Albany railroad compa-routes, a consideration practically of no importance.

The river line is also represented to have a ed, of preserving the commercial supremacy of of the report and map of this survey that the maximum grade or inclination of 13 feet less

any very material advantage is derived there-tal distance. from to the river line, either in the average portation.

Both routes have their termini upon the same level. If therefore, there is more ascent upon one line, it must also have an and Albany, does not exceed half that amount, equal surplus of descent, so that the aid af-it is not in the least degree applicable. forded by gravity in the latter case will be

lines for a given distance, to be equal to the ny road. difference in the speed on the ascent of three ly to obtain, in consequence, its fair share of miles per hour. If these grades occupy half business in competition with the river. of the whole distance (they in fact occupy only which is on the lowest grade will commence its descent about 9 miles only in advance of the other, or 20 minutes sooner in time. To make up for this loss of time, on the remaining half of the distance, the train on the 30 feet grade has the benefit in its descent of the greater force of gravity on that slope, compared with the slope of 17 feet per mile, and hence the whole distance will be accomplishthe same, or very nearly the same time.

If the rate or degree of inclination of the grade line was so great in any part as to render it impossible from considerations of safety to derive the full benefit of the aid afforded by gravity on the descending portion, does not exceed the limit of 30 feet per mile, and in the case of the interior route the average is very much below that amount.

the lower grade on the river line, yet it can-than upon the latter. This fact is worth volnot be denied that the interest upon the grea- umes of the crude notions of visionary pro- time when capital can be obtained in any needful to carry the same load with the gin. same average speed over the interior route.

trade and travel, the interior route will be river line will not serve to cheapen the transceeding 30 feet per mile.

road) that a difference in the elevation of a railway or other similar improvement, and it on the best route;

Assuming this statement to be cor-summit of from 17 to 25 feet per mile is is a very great desideratum to have at comrect, it does not by any means follow that equal, when equated to one mile of horizon-mand a trade like that of marble and iron to

> This rule, arbitrarily assumed, is not based where the grades range below the limit of ner to economize greatly its cost. 30 feet per mile, and the average, as is the case on the interior route between New York no equivalent.

With respect to the way business, which precisely equal to the resistance in the for-if we may judge from the experience upon the New York and Erie and other roads, For the purpose of illustration let it be must constitute a considerable portion of the supposed that the rate of ascent on the two whole business of the New York and Alba-The superior elevation of the maximum or both, inclination 30 feet per mile ground on the interior route will be found an probably, attained a value as high as it will on the one, and 17 feet per mile on the other. advantage, rather than otherwise. This is If with a given power, a given load is conveyed evident from the fact that the region of coun-nication afforded by the river. up the latter at the rate assumed of 26 miles try which will furnish a surplus produce for

> There is another and still greater advanready stated, near the north line of Dutchess places on the railroad. county. From that point to New York city, the grade has an average descent of 8 feet per mile for 100 miles, nearly all the way freight, forming possibly the greater portion of the freight conveyed in summer, will come tribute to the future prosperity of the former quence in the expense of transportation.

As to the amount of any business to be furnished to the railroad, it must be resome little difference may exist in favor of upon the former is from 4 to 8 times greater object to be attained by its construction. less than \$50,000 per annum, will manifold the probable result of the competition be however praiseworthy or necessary.

through which the interior route passes.-

furnish lading for the cars at those times when there is a deficiency of other products, velocity of movement, or in the cost of trans- upon any sound mechanical principles, and thus equalizing the transportation in a man-

For this advantage the river route presents

The interior route also passes through a region at present deprived of any convenient mode of communication with the city. The construction of the road on this route will, therefore, augment greatly, the value of property in its vicinity and add materially to the wealth and taxable capital of the state.

On the river line property has already, bear, from the superior facilities of commu-

The interior route will not, it is believed, per hour, the same power will convey the same market is elevated considerably above the prevent the villages upon the river from enload up the former at the rate of 23 miles line of the road. The road is therefore more joying their due share of the business of the per hour nearly, (see New York assembly accessible from the surrounding country from adjacent country. But should the river line documents, No. 133 p. 11, 1839) making a having this elevation, and will be more like by any strange fatuity be constructed, it will produce, of necessity, a very great change in the points of transacting business, causing a serious injury to such as have capital inone-sixth) and the journey between the two extremes is performed in 6 hours, the train tion of the interior route is situated, as allege to be derived. The most elevated portion of the interior route is situated, as allege to the convenient or suitable for stopping

to the road in this distance, and as the av-city. It is true that those who have investierage descent is in the direction of the pre-ponderance in the trade, being towards the fullest confidence in the value of the stock as ed with the same expenditure of power, in city, more will be gained than lost in conse- an investment, but this is not the consideration by which its friends are mainly influenced. It is moreover true, that the funds for constructing the road must be furnished prinmembered that the proposed river route can cipally by New York city. The work is only draw to its support that which flows in one of too great magnitude for the capital on one side, which for 8 or 10 months in the & resources of that portion of the community, vantage might ensue; but such is not the other craft upon the river. The Erie canal interior. In this view it is manifest that case, to a degree to enhance materially the case, to a degree to enhance materially the between Schenectady and Syracuse 131 miles, those entrusted by the legislature with the expense where the maximum inclination conveys two-thirds of the passengers which requisite corporate powers and by the subpass between those two points, notwithstand- scribers in New York city with the funds to ing there is a line of railroad in its immediaccomplish the work, would prove recreant ate vicinity, overcoming no greater elevation to that trust, if they did not so locate their Admitting it however to be possible that than the canal, and notwithstanding the speed road as to secure as far as possible, the great

The present, it is well known, is not a ter cost of that line, amounting to probably not jectors, and throws a very clear light upon large amount, for any object of improvement more than cover the difference in expense of tween the splendid steamers of the Hudson constructing 62 miles from Harlem river to fuel, or whatever extra power of traction is and a railroad located upon or near its marat a cost a little exceeding one million of dol-It should be borne in mind in considering lars, the means for which are now in part ob-So far therefore as it regards the through the relative merits of the two routes, that the tained, and the grading on 4 to 5 miles of the and travel, the interior route will be river line will not serve to cheapen the trans which is accomplished, a connection may be found to be quite as efficient as the other .- portation of produce to the city from the east-formed with the upper part of the Housaton-This conclusion is in accordance with the ern or river counties, neither does it in the ic railroad and thus secure, without much deexperience on all the railways in operation least accommodate the rich marble and iron lay to the city, a continuous line of railroad of a similar character, having grades not ex-region which lies in and near the valley to Albany. Inferior it is true, to the more direct line within the limits of the state, but I am aware that the opinion has been ad-Mineral regions invariably contribute more serving the purpose until such time as means vanced (McNeil's report, South Carolina than agricultural to the transportation on a shall be obtained to complete the whole line

effected with the eastern railroads at New capital of £58,452,900, were authorized. In of which £53,090,893 is paid up, and £32,-Haven, by a branch occupying an eligible addition to these, there were 196 other proposition for developing the resources of the jected railways, not yet before parliament, sive of small branches, deviations, connect-country, not exceeding about 40 miles in ex-involving a capital of £160,200,000 and the tent, the means for constructing 8 miles of amount deposited in advance upon this, is the registered shareholders are liable is £96, which, will doubtless be forthcoming as soon £9,913,312, from which it would appear that 245,650, of which, averaging a deposit at £21

along the margin of the Hudson river is adopted to Albany and another along the shores of Long Island sound to New Haven, the city of New York must, before she can derive any benefit from a connection by a continuous line of railroad with Albany and Boston, incur an expenditure of not less than six to seven millions of dollars, the productiveness of which, (supposing it to be possible to obtain that amount) from the powerful competition of the cheapest steam navigation in the world, on the Hudson river and Long Island sound, is to say the least problemati cal, and which cannot under any reasonable view be accomplished before the trade now rapidly passing to a rival city shall become so firmly established in its new channel as to be irretrievably lost, or if reclaimed at all, only with the greatest difficulty.

I might proceed to show how, if the ap plication for a charter on the river line should plish what has been already done. be successful,* and the construction of a road commenced on that route, the city of New York would probably lose the advantage now possessed of having exclusive access by railroad to the bridge over the Hudson river at Troy and to the point where the Erie and Champlain canals form their first junction with the Hudson river, but I cannot believe that such a charter will be granted in contravention of the best interests of the city and country, and in violation of a high moral obligation on the part of the constituted authorities to protect the rights of those who are and for some time have been, laboring faithfully to accomplish in the most judicious manner the trusts committed to their charge.

Edwin F. Johnson, Chief Eng. N. Y. & A. R. R. Co. Office of the New York and Albany R. R. January 24th, 1843.

The Railway System and its Progress. We have often called attention to the as tonishing progress of the railway system.-Few even of the most observing among us realize its rapid growth. Mr. Thomas Gray is the reputed projector of the use of railroads for travel and transportation, except for coal and mining purposes-in England, and he only dates the commencement of his efforts in relation to the system in 1820, or only twenty-five years ago! and now there are 77 railways completed and in progress, with an authorized capital of over £85,000,000; and 139 applications before parliament, during the past session involving a capital of

By this course, also, a connection can be £96,245,650, of which 2,860 miles, with a gress, the amount of capital is £85,370,723, dom. This however is matter of opinion; ving £296,280,345 to be called up.

> nings of which is now over six per cent. per the lines completed or in progress. annum in gross-which will increase to nine or ten per cent., in less than ten years—this dividend is however of less value, far less, siderable premium, as are some of those at in this country, than the increase in the valces of the country.

reading the following article in the Railway stock exchanges: Express—an excellent, and we believe the Paid up on lines completed or in proworld, published in London. Its statements Paid up on railways before parliament.. will appear to many, as the result of a mania, Do. for branches, etc..... or of wild speculation—but not more so country as in Europe.

jects. In 77 railways, completed or in pro-expansive state of the country's resources.

country, not exceeding about 40 miles in ex-involving a capital of £160,309,000, and the ing links, etc., the nominal capital for which as the New York and Albany railroad is completed up to the point of junction.

If this course is not pursued and the line with the plans of the projectors, there will commercial circulation. We have also 196 have been £368,000,000, or \$1,840,000,000, railways projected, but not yet before parliainvested in railways and railway property in ment, of which the average deposits amount Great Britain alone! It may however, with entire certainty be said that all of them will not be constructed, yet it is equally certain, mercial circulation is £9,913,312. There or at least very probable, that many others are also a number of small branches and denot now agitated will be projected, and con-viations, in progress and in prospect, involstructed within the next ten years—and we ving a capital of £27,000,000, on which the have not a doubt but that a larger amount of deposits amount to £3,350,000. The total capital, than is here given, will be invested in share for every two of the population. The railroads in Great Britain, prior to the year total capital represented by railways, paid up 1860—or within fifteen years, nor that £50, and to be paid up, is £368,000,000, or about 000,000, or \$200,000,000, of British capital £16 per head to the whole population; and will be invested in railroads out of the kingit may, nevertheless, become true with much amount required if the whole of the schemes less effort than has been required to accom- projected should be carried out. Many of them, however are competing lines; some If Great Britain can accomplish so much rendered unnecessary by the formation of in her small territory, where the land is own-branches, etc., from existing lines. Taking, ed by a few, what may we not accomplish in however, only one half of the amount remainthis country, where every man almost is in- ing to be called up for the new lines, as beterested in the soil and is to be benefited by ing as much as the legislature is likely to its increased value, arising from the extenwhich the country will probably be called sion of such improvements? We have al-upon to furnish for new railways in the ready in this country, near 4,000 miles of course of the next four or five years, in addirailway in successful operation—the net ear-tion to £32,279,000 remaining unpaid upon

> We may remark, however, that of the lines completed or in progress, representing a capital of £85,370,723, many are at a conue of real estate and property generally, We may fairly add one-third to the capital from the developement of the natural resour. represented by the first for premium; and we have then the following as the total capital already invested in railways and liable to We have been led to these remarks by be acted upon by speculation on our various

2,350,000

Total .... than did the projects of 1834 and 1835 to already invested in this description of propermany persons who are now among the most ty, exclusive of our engagements in foreign devoted friends of railroads—as well in this railways. Of this amount no less than £19,country as in Europe.

554,045, the amount of deposits on new lines, may be said to have been furnished From a very elaborate table, contained in "Burn's Commercial Glance" just published, we deduce the following statistics of the capital embarked in railways and railway pro-

^{*} The application failed by a very decided vote.

Railroad Accidents

A serious accident occurred on the Boston tive and tender, passing without cars, came in contact with a horse and buggy, killed the man in charge of the engine saw the wagon approaching the railroad, yet had no reason to suppose that he would attempt to cross the track, therefore no blame attaches to him .-So it is often argued here, in this city, by the coal is used.—[Ledger.] drivers of private carriages, hacks and omni busses, when they see a pedestrian crossing wich paper says, that the railway company the street, they " have no reason to suppose a foot passenger will allow himself to be run their own wharf to Norwich by water, as over, therefore the drivers, who generally appear to act in defiance of all law, take no precaution to prevent accident, but drives on and over the unfortunate-possibly deaf, or blind persons-who does not get out of their way; and then instead of evincing regret for, in many cases a wilful wrong, or accident, as it may sometimes be-they add insult to outrage, and drive off cursing the person whom they have injured, perhaps for life, because he was simple enough to suppose he had a right to cross the street in front of a gentleman holding the reins and carrying a whip. It has really become dangerous inthis city for pedestrians to cross the streets because those who ride and drive allow them no rights, except to "get out of the way-D-m your eyes"-and we have often thought that the same feeling was becoming common with those gentlemen who drive the *iron horse* on our railroads—a feeling which should be *checked* in the early stages of its operations or "railroad accidents" will be of every day occurrence, if it is always given out that "no blaine attaches to the driver," we do not excuse those careless or fool, hardy ces current or advertisements. we do not excuse those careless, or fool-hardy ces current or advertisements.

Our extions to obtain and publish authentic inforpersons, who risk their lives in crossing the mation on all topics proper for the columns of a newstrack in front of a locomotive—by no means, the state of trade, the prices of merchandize, the current news of the day, and the political on the contrary, they often deserve to be punished for their folly and for criminally expo-sing others, this harvest does not overlap will not be abated. The marine department of the Courier has been inferior to none in copiousness or sing others—this however does not exonersing others—this however does not exoner accuracy of detail, and it will be our endeavor to ate the engineman from blame when he sees, maintain its reputation in this respect. and by a little effort could avoid the danger—
as we are of the opinion that a careful and experienced man can control a locomotive more readily than most people can manage

TERMS OF SUBSCRIPTION.

For the Daily Courier, for one year, in advance \$8,00

For the Semi-Weekly Courier, for one year. 4,00

For the Weekly Courier, for one year. 2,00

JOSEPH T. BUCKINGHAM.

EBEN B. FOSTER. a headstrong horse. We therefore insist upon it, that in all accidents from locomotives the matter should be investigated, and those

curing the smoke of boilers and engines. It New York. September 13, 1845. A serious accident occurred on the Boston And Serious accident occurred on the Boston And Maine railroad, between Andover and is stated in the Moniteur that he has entirely New York. September 13, 1845.

Notice is hereby given to the holders of stock of the New York and Eric Railroad company, that by coal, tender passing without cars came smoke is consumed (burnt) by means of the May, 1845, it is provided that, if within 6 years from abundant introduction of air. Hereafter steam the passage of the law the company shall complete a single track from the Hudson river to lake Eric horse and injured, probably fatally, a lady factories will not be uncomfortable neighbors; and a branch to Newburgh, in Orange county, then the black and thick smoke gives place to a light and whitish vapor. London may re
"it's a shill accorded unburgh." It is said the light and whitish vapor. London may re
"it's a shill accorded unburgh." It is said the light and whitish vapor. London may rewhile a child escaped unhurt. It is said the light and whitish vapor. London may rejoice. The great boilers in the royal manufactories of tobacco are to be subjected to new experiments. The government, it is added, will soon publish a practical manual for the service of iron and other factories in which

> Canals Cheaper than Railways.—A Norhave been forwarding coals and iron from being cheaper to them than taking them on their own rail.

> DAVIS, BROOKS & CO., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x 1 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ x ½ inch Flat Rails.
ALSO—A STEAM PILE DRIVER, built by "Dunham & Co," which has never been used, and s20 2m cost originally \$5000.

EVENING LINE FOR NEWPORT & PROVIDENCE, over the LONG ISLAND RAILROAD. Fare 50 cents. Every Tuesday, Thursday and Saturday, from the foot of Whitehall street, at 41 o' clock and

from Brooklyn depot at 5, p.m.
On the arrival of the train at Greenport, passen gers will proceed immediately in the steamer Haven," direct.

TERMS OF SUBSCRIPTION.

SPRING STEEL FOR LOCOMOTIVES Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for milesed. in fault held to strict responsibility.

Consuming Smoke.—A French official committee on steam engines lately appointed the chief engineer of the mines to pursue experi
j5a3 Albany Iron and Nail Works, Troy, N. Y.

ments for determining a mode of obviating or OFFICE OF THE NEW YORK AND ERIE curing the smoke of boilers and engines. It RAILROAD COMPANY. No. 50 Wall st.

may have against them, with this exception only, that in case any holder or holders of the capital "stock of said company heretofore issued and certi"fied, or purporting to be paid in full, shall not with"in six months from the passage of this act, surren"der to the company their stock certificates, and re-"ceive or offer to receive therefor, for every two
"shares of stock heretofore issued, one share of stock to be hereafter issued, then all such stock heretofore "issued, and not so surrendered, shall not be subject to the provisions of this law; but the state shall re-"to the provisions of this law; but the state shall re"tain the right to claim upon such outstanding stock,
"and the said company shall pay into the treasnry of
"the state, upon the order of the comptroller, any and
"all dividends upon such outstanding stock, and the
"comptroller shall apply the same to the credit of
"said company, until the state shall receive in such
"dividends, so much of their said debt of three millions of dollars and the interest thereon, as would be 'the proportion of such outstanding stockholders to pay, provided the whole debt of three millions of dollars and interest thereon were collected ratably from all the stock of said company now outstanding.

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec-"retary of said company, within thirty days after the "expiration of the six months mentioned in the last preceding section, to file with the comptroller of 'the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provis"ions of the last preceding section; and whenever
"any dividend upon the stock of the said company
"shall be made, it shall be the duty of the board of 'directors to notify the comptroller of such dividend, "and upon payment of the dividend aforesaid into "the treasury, the comptroller shall furnish to said "company a receipt for the portion of such dividend BOSTON COURIER, DAILY, SEMI-WEEK"company a receipt for the portion of such dividend
by and weekly.

The Daily edition of the Courier, presents to
merchants and others, an extensive medium of ad"changed in pursuance of the last preceding section
"of this act, and said company shall surrender to
"the holders of such stock the receipt of said company
"the holders of said dividends." "troller in lieu of said dividends."

It will be seen that on or befere the 14th of November next, each and every holder of the stock of the company must decide whether he will avail himself of the provisions of this law by surrender-ing his stock and receiving one share for every two shares thus surrendered. With reference to holders who neglect to avail themselves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury rendering that class be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all pos-sible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors.

T. S. Brown, Acting secretary.

AWRENCE'S ROSENDALE HYDRAULIC

Cement. This Cement is warranted equal to This Cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit rurchasers, in tight paper-l barrels, by JOHN W. LAWRENCE, 142 Front street, New York. ed barrels, by

Orders for the above will be received and promptly attended to at this office,

KEARNY FIRE BRICK. F. W. BRINLEY. Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire,

Peter Cooper,
Murdock, Leavirt & Co.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.

35 1m

BALTIMORE AND OHIO RAILROAD-MAIN STEM.

THE TRAIN CARRYING THE GREAT Western Mail leaves Politics Western Mail leaves Baltimore every morning at 7; and Cumberland at 8 o'clock, passing Elligoti's Mills, Frederick, Harpers Ferry, Martins-burgh and Hancock, conncting daily each way with—the Washington trains at the Relay house seven miles from Baltimore, with the Winchester trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 54 P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about \$26 hours to Pittsburgh \$10 and time about \$28 hours. 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.
WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. s13 1y

LEXINGTON and OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 1v35

PASSENGER LINES FROM BOS-TON.

BOSTON AND PROVI-DENCE RAILROAD. PAS-

senger trains run as follows: For New York, night line, via Stonington; leave Boston every day, Sun-days excepted, at 5 o'clock p.m.; accommodation trains leave Boston at 71-2 a.m. and 4 p.m., and Providence at 8 a.m. and 4 p.m.; Dedham trains leave Boston at 81, a.m., 12 1-2, 3 1-2 and 6 1-2 p. m.; Leave Dedham at 7 and 10 a.m., 21 and 51 p. m.; Stoughton trains leave Boston at 12 m. and m.; Stoughton trains leave Bosion at 2 1.2 a.m. and 3 p.m. 5 20 p.m.; leave Stoughton at 7 1.2 a.m. and 3 p.m. RAYMOND LEE, Sup't. WM. RAYMOND LEE, Sup't.

Norwich and Worcester railroad.—Accommodation trains, daily, except Sunday. Leave Norwich at 6 a.m. and 4½ p.m., leave Worcester at 10 a.m. and 4½ p.m. The morning train from Norwich, and the morning and evening train from Worcester, connect with the Boston, Western and Hartford and Springfield railroads. New York train, via. steamboat, leaves Norwich for Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 2 o'clock; leave Worcester for Norwich and New York at 5½ p.m. daily, except Sundays. New York train, via. Long Island railroad, leaves Norwich about 3½ p.m. for Worcester and Boston daily, except Sunday; leaves Worcester for Norwich and New York at 7½ a.m. daily, except Sunday, and arrives at Norwich at 9½. Norwich and Worcester railroad .- Accom-

except Sunday, and arrives at Norwich at 91.

Fares are less when paid for tickets than when paid in the cars.

EMERSON FOOTE, Superintendent.

Boston and Lowell Railroad, Summer Ar 51 p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m.,

1 p.m. and 4 p.m. Concord and Nashua Railroad .- Passenger trains run daily, Sundays excepted, in connec-tion with the Boston and Lowell, and Nashua and Lowell railroads, as follows: Leave Boston at 7, a.m., 11 a.m. and 5 1-2 p.m.; leave Concord at 41 a.m., 111 a.m. and 31 p.m. The second train ara.m., 114 a.m. and 34 p.m. The second train arrives in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlintgon, connecting there with the steamboat line to Montreal. Stages also run from Haverhill to Stanstead and Montreal.

Woburn Branch Railroad .- Special trains 32 will run as follows: Leave Boston at 8 and 114 a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 11-2 and 54 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.

WALDO HIGGINSON,

Agent B. & L. Railroad Co.
Fitchburg Railroad.—Leave Charlestown TON.

Eastern Railroad—Boston to Fulcaburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave made from common and double refined B. O. iron; the latter a very superior article. The tires are concord for Portland 7½ a.m. and 2½ p.m.; Newbury-port and Portsmouth 7½ a.m., 21-2, 51-2 p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, and 6 p.m.; leave Charlestown for Concord at 6 p. m., salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, and 6 p.m.; leave Charlestown for Concord at 6 p. m. On the arrival of the two morning trains at 4½, 6½, 8½ p.m.

Boston and Maine railroad—Upper route.

Boston to Portland, via Charlestown, Wilming stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON, 200 SALE, AT A SACRIFICE—A LOCO-

4½, 6½, 8½ p.m.

Boston and Maine railroad—Upper route.
Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ p.m.; for New York, by Norwich and steamer, 4 p.m.; day line for New York, by Long Island railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 4 1-2 p.m. Newton trains, daily, except Sunday, from Boston at 9 1-2 a.m., 3, 12 m., and Andover for Boston at 4½ p.m.

12 m., and Andover for Boston at 4½ p.m.

13 m., and Andover for Boston at 4½ p.m.

14 m., and Andover for Boston at 4½ p.m.

15 and 7 p.m.; from Newton at 7½ and 10½ a.m., 4 and 6 p.m.

15 and 6 p.m.; from Newton at 7½ and 10½ a.m., 4 and 10½ a.m., 4 and 6 p.m.

16 p.m.; from Newton at 7½ and 10½ a.m., 4 and 10½ a.m., 4 and 6 p.m.

17 m. and Andover for Boston at 4½ p.m.

18 p.m.; from Newton at 7½ and 10½ a.m., 4 and 10½ a.m., 4 and 10½ a.m., 4 and 6 p.m.

19 p.m.; from Newton at 7½ and 10½ a.m., 4 and 10½ a.m., 4 and 6 p.m.

10 p.m.; from Newton at 7½ and 10½ a.m., 4 and 10½

Fares are less at the ticket offices than in the cars
WM. PARKER, Sup't.

Western Railroad. - Summer arrange--Passenger trains leave daily, Sundays ex-as follows: Boston 7 12 a.m. and 4 p.m. for cepted, as follows: Boston 7 12 a.m. cepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Bos-ton; Springfield 7 a.m. and 1 p.m. for Albany; Springfield 7 a.m. and 1 1-2 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., Albany and Buffalo—Leave Boston at 71-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 71-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 p.m., lodge at Springfield or Hartford; leave Springfield at 94 a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 71-2 a.m., proceed at 1 or 41-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read,

For further information apply to Charles A. Read, agent, 27 State street, Boston

JAMES BARNES, Superintendent and Engineer.

Taunton Branch and New Bedford and Trunton Railroads—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p. m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7‡ o'clock a.m. rangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and at 8; o'clock a.m. and 4; p.m.; leave Taunton for 5 1-2, p.m.; leave Lowell at 7; and 11 a.m., 2 and New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Aftermoon trains connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday.

W. A. CROCKER,

General Superintendent.

Fall river Branch Railroad. - Trains leave Boston for Fall River daily, Sundays excepted, at 71-2 a m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 74 a.m.

yer for Taunton, Boston and Providence at 74 a.m. and 3 p.m.; trains leave Fall River for NeeB p ford at 74 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them onward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road ver Branch Road,

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all bers have for sale Am. and English Dar Iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out in-

Alexandria, D. C.

May 12tf

FROM PHILADELPHIA. PASSENGER LINES NORTH AND SUMMER ARRANGEMENT-FARE EAST.

EAST.

By Railroad and Steamboat from Amboy. Leave By Railroad and Steamboat from Amooy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily mail to Richmond, Petersburgh, Weldon, and Charleston, S. C., Whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre.— By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m. 31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

31

PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 4 p.m. G H HUDDELL, Agent. 31

For Baltimore. By Newcastle & Frenchtown Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat.
G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and Vork. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Majert of Pennsylvania, and romantic part of ryland.

For Pittsburg, via Columbia and Lancaster Raitroads. Leave the Depot 274 Market st. daily, at 74 a.m. The Night Line will leave as usual at 12, midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in the 71 line. JACOB PETERS & CO.

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market daily [except Sundays] at 9 o'clock, a.m. Passenst, above 8th, at 71 a.m. By this route travellers gers arrive at Philadelphia in full time to continue to the state of t may be assured of a safe and comfortable passage, on by the mail train for New York. Fare \$3. Sunevery arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. from Baltimore on Sundays for Philadelphia, is the Seats may also be procured at the Depot, and at 13 South 3d st.

A CUMMINGS, Agent. 31 Fare \$3.

South 3d st.

A CUMMINOS, Agent.

Susquehanna Line of Railroad Cars and Post Coaches.

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muney, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Jers

FROM BALTIMORE REDUCED.

By the Great Southern Mail. 31 Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10. Polyiment of Petershape \$27.0. Polyiment of the Petershape \$27.0. Polyimen \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line. -Leave New York at 9 a.m. and Arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston S. C. at 6 a m. Charleston, S. C. at 6 a.m.

Passengers by the above line will arrive at Richmond by 1t1 o'clock p.m. and Petersburg, Va. by 21 o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.-Leave New York at 5 o' way Mati Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steambout.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7.

day at 12 m. and Charleston next morning at 7. Fare through \$21.

For Philadelphia (Union Line,) via Chesapeake and Delavare Bay, and Newcastle and Frenchtown Raitroad.—The well known steamboat Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Bowly's wharf, foot of South street, at 8 o'clock, p.m. daily [except Sundays] for Philadelphia. Through in 8 hours. Fare \$3. Fare \$3.

Morning Train for Phila-

GEORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 1\(\frac{1}{2}\) in thick.—bored and turned
outside if required. Railroad Companies wishing
to order will please give the evect inside diameter. By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern more to Charleston, \$21: whereby the traveller great southern mail to Richmond, Petersburgh, Weldon, and Charleston, Southern more to Charleston, \$21: whereby the traveller great southern mail to Richmond, Petersburgh, Weldon, and Charleston, Southern more to Charleston, \$21: whereby the traveller great southern mail to Richmond, Petersburgh, Weldon, and Charleston, Southern more to Petersburgh, Weldon, and Charleston, Southern more to Charleston, \$21: whereby the traveller great southern mail to Richmond, Petersburgh, Weldon, and Charleston, Petersburgh, Weldon, and Charleston, Southern mail to Richmond, Petersburgh, Weldon, and Charleston, Petersburgh, Weldon, and Charleston, Petersburgh, Weldon, and Charleston, Southern mail to Richmond, Petersburgh, Weldon, and the straight Steam Engines; Wro't. Iron work for Steamboats, and Shalting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descripions.t ja451v

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring

only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, ja45 Reading, Pa

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-ders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved a time.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45 Paterson, N. J., or 60 Wall street, N. York.

AMUEL NOTT, CIVIL ENGINEER, SURVEYOR OF AMUEL NOTT, CIVIL ENGINEER, CIVIL ENGINE

REFERE Boston, {Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, ""

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

TO IRON MANUFACTURERS. THE SUB-

road. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3 50.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the subscribers are ready to execute are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.
A. & G. RALSTON & CO.

No. 4 Sout Fronth st., Philadelphia, Pa

## FROM NEW YORK

New York and Harlem Railroad Company Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Blains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11 a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams, 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams, 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams, 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Leave City Hall for Yorkville, Harlem and Mor-11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

New York and Erie Railroad Line. For Middletown, Goshen, and intermediate places Two daily lines each way, as follows:—For pas-sengers—The new, fast and commodious steamboat sengers—The new, last and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted.] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of

Duane and West streets

H. C. SEYMOUR, Superintendant. Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

# PASSENGER LINES FOR THE NORTH AND WEST WEST.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday.

Monday, Wednesday, and Friday.

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply opboard, or to

P. C. SCHULTZ,

At the office on the wharf.

At the office on the wharf.

Evening, or 6 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

For Albany and Troy, direct, at 6 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Troy and Greenbush Railroad.

Leave Troy, at 6 o'clock, A. M.,
to Boston and Albany; 8½, do., do., do.; 10½, do.,
do., do.; 2, P.M., to Boston and Albany; 4, do.,
do., do. Leave Albany at 7½ o'clock, A.M.; 9½ do.,
do.; 12, M., or on arrival of the Boston train; 3, P.M.; 6, P.M., or on arrival of the Boston train .-Fare, 121 cents.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane, 31 L. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 71 o'clock, A.M., daily; 1, P.M., daily, except Sundays; 71 do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 71, A.M., train; and passengers going west of Schenectady, the 71, A.M., or 71, P.M., trains.

11 L. R. SARGENT, Superintendent.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 32, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

11 L. R. SARGENT, Superintendent.

Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's—Morning Line on Lake Burlington and St. John's—Morning Line on Lake
Champlain, making intermediate landings—Passage 2, breakfast on board.—The Francis Saltus,
Capt. H. G. Tisdale, leaves Whitehall, Tuesdays,
Thursdays, and Saturdays, at 6 o'clock, a.m., and
St. John's Mondays, Wednesdays, and Fridays, at
6 o'clock, a.m. For freight or passage apply to
the captain on board. H. D. FILKINS,
Passengers leaving Troy, Mondays, Wednesdays, Thickness at Fridays at helf-ores 2 checks.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

# PASSENGER LINE EASTWARD.

Long Island Railroad mpany.—Trains run from 5 Long Island Ratiroad

Ecompany.—Trains run from
Brooklyn depot.—Boston train, 8½, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train From Farmingdale depot: Accommodation train at 61, a.m., and 21, p.m., daily, for Brooklyn and

intermediate places.

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains

from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Regular Mail Line between New York and Boston via Stonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massachusetts, Capt. Comstock; Mohegan, Capt. —; Nar-ragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays,] at 6 o'clock, p.m., from New York, and from Ston-ington on the arrival of the mail train, which leaves Ington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 64, p.m. The Rhode Island on Mondays, Wednesdays, and Fridays; the Narragansett on Tuesdays, Thursdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence, direct, on Tuesdays, Thursdays, and Saturdays, at 5 o'clock, p.m.

New York and Boston Railroad Line, via Norwich nor work and Boston Railroad Lane, via Norwich and Worcester, daily, from pier No. 1, North-river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays.

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock,

Hoasatonic Raitroad; Bridgeport and New York.

The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified. R. B. MASON Superintendent

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Railroad Line—Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 44 o'clock, P.M. Fare in
first class cars, 34. Second class cars, 3.

Passengers will procure their tickets at the office
foot of Liberty street. Philadelphia Baggage Crates
are conveyed from city to city without being opened
by the way. Each train is provided with a car, in

by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad
Line,—For Philadelphia Line.—For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 5½ o'clock A.M. Passengers will take the cars at South amboy. Fare to Philadelphia, 3. Forward deck passengers, 2 25. To Freehold and Monmouth, via. stages from Hightstown, 2 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffts, 12½ cents. The steamboat Independence will land at each of the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M. 31

Ing Perth Amboy at 5 o'clock P.M.

New Jersey Railroad and
Transportation Company. — For
Newark. Fare 25 cents. Leave New York at 8,9,
and 11 o'clock A.M., and 12½, 2, 3, 4½, 6½, and 8
o'clock P.M. Leave Newark at 7, 7½, 8, 9, 10½,
A.M., and 1½, 4, 5½, 7½, 9½, P.M. On Sundays,
leave New York at 9 A.M., and 4½ P.M. Leave
Newark at 11½ A.M., and 9½ P.M.

For Elizabethtown. Fare 31½ cents. Leave New
York at 9 A.M., 12½, 2, 4¼, 6½ P.M. Leave Elizabethtown at 7, 7½, 8, 10½ A.M., 3½, 6½, 9½, P.M.

For Raineay. Fare 31½ cents. Leave New York
at 9 A.M., 12½, 2, 4¼, 6½ P.M. Leave Rahway at
5½, 7½, 7¼, 11¼, A.M., 3, 6½, 9, P.M.

For New Brunswick. Fare 50 cents. Leave New
York at 9 A.M., 4, 4½ P.M. Leave New Brunswick at 5½, 7½, 11, A.M., 8½, P.M. On Sundays,
leave New York at 9 A.M., and 4½ P.M. Leave
New Brunswick at 12 M., and 4½ P.M. Leave
New Brunswick and intermediate places, including
the ferry 56 per annum.

New Brunswick and intermediate places, including the ferry, \$_65\$ per annum. 31

Paterson Railroad. Leave
New York, 9‡ A.M., 12‡, 5‡ P.M.
Leave Paterson, 8, 11‡, A.M., 4 P.M. On Sundays,
leave New York 9‡ A.M., 5‡ P.M. Leave Paterson, 8‡ A.M., 4‡ P.M. Passengers are advised to
be at the ferry a few minutes before the stated hours
of departure. Office 75 Courtland street.

In mesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street, South ferry.

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U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, at 6t, a.m., by steamboat New Champion, Captain Joel, Hartford and Springfield. Night line for New Haven, for Hartford and Springfield. Night line for New Haven, for the steamboat Hero, Capt. Richard Peck, leaves on Tuesdays, Thursdays, and Saturdays, at 4, p.m. For Hartford, direct, daily, [Sundays excepted,] at 4, p.m.,—The steamboat Kosciusko, Capt. Le Fevre, every Tuesday, Thursday, and Saturday, and the Globe, Capt. E. D. Roach, will leave every Monday, Wednesday, and Friday.

31

Morris and Essex Railroad.

Morristown, 43 p.m. Passengers by the morning train to Morristown, will arrive there at 104 o'clock, where stages will be in readiness to convey them to Schooley's Mountain, Washington, Belvidere and Easton, daily; to Succasunna, Stanhope, Newtown, Milford and to Rockaway, Dover, Sparta and Newton on the cepted, at 4, p.m.,—The steamboat Kosciusko, Capt. Tuesdays, Thursdays and Saturdays, and the Globe, Capt. E. D. Roach, will leave every Monday, Wednesday, and Friday.

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# AMERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

**ESTABLISHED** 



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 40.1

THURSDAY, OCTOBER 2, 1845.

[WHOLE No. 483, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL W is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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and the same and		•					 		100	

# ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.) TROY IRON AND NAIL FACTORY, H. Bur-

TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Company.

Pany.

SETH ADAMS, Engineer, South Boston, Mass.

STILLMAN, ALLEN & Co., N. Y.

JAS. P. ALLAIRE, N. Y.

H. R. DUNHAM & Co., N. Y.

WEST POINT FOUNDRY, N. Y.

PHŒNIX FOUNDRY, N. Y.

R. HOE & Co., N. Y.

ANDREW MENEELY, West Troy. (See Adv.)

JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE,

HNCKLEY & DRURY, Boston.

C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.

BALDWIN & WHITNEY, Philadelphia, Pa.

# IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn. (See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia.

(See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the par-ticular plan of the con-struction, the accident struction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident oc-curred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

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JAMES ELLIOTT, Sup. Motive Power,

W. L. ASHMEAD, Agent.

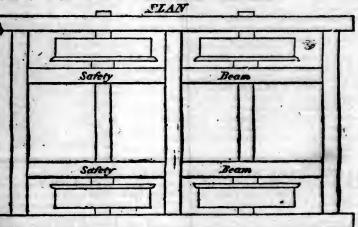
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JOHN FRAZER, Agent,

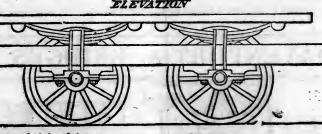
GEORGE CRAIG, Superintendant,

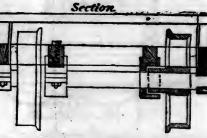
W. L. ASHMEAD, Agent.

They have for some time been at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.









DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT
Spikes. The Troy Iron and Nail Factory keeps
constantly for sale a very extensive assortment of
Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com--for which purpose they are found invaluamon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron mer-chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jan-viers, Baltimore; Degrand & Smith, Boston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are

used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public.

The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing

off at the top of the chinney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits; E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

orders for these Chimneys and Arresters, addressed to the subscribers, or to Mesers. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonation.

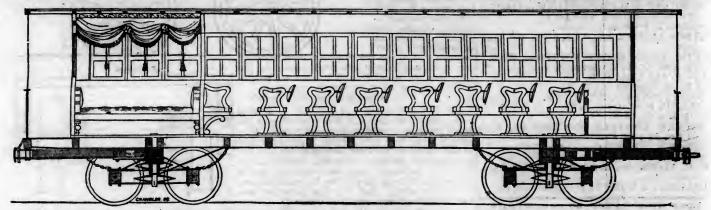
ble terms Philadelphia, Pa., April. 6, 1844. ja45 . The letters in the figures refer to the article given in the Journal of June, 1844.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

### DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON by Mar. 20tf 4 South Front St., Philadelphia.

HE NEWCASTLE MANUFACTURING

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs; Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

U etc. The Subscriber having made important L ERS OF MARINE AND LOCOMOTIVE improvements in the construction of rails, mode of ENGINES AND BOILERS. improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Com-THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders

Albany, N. Y.

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be construct ed under his advice or personal supervision. Applicaitons must be post paid.

CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILD-etc. The Subscriber having made important ERS OF MARINE AND LOCOMOTIVE

#### PASCAL IRON WORKS.

# WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 baper square inch, with Stop Cocks, 7-5, Le, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAB, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets,

PHILADELPHIA. RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND

Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG, President. iv451m

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$125 at the mill sites, without any trouble on the part of the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

to do any kind of work.
Pattern shop, 35x32 feet, with lathes, work bench-

Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern snop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45; feet two stories high with a shed part 45x20 feet.

feet two stories high, with a shed part 45 x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fron-ing on Parker street, 54x25 feet. Also—A lot of land on the canal, west side of

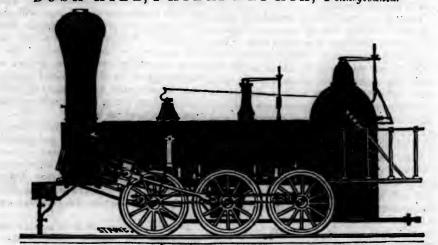
Parker st., containing 6000 feet, with the following buildings thereon standing:
Boiler house 50 feet long by 30 feet wide, two sto

ries.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
[State st., Boston, or to A. & G. RALSTON & Co., ja45

CYRUS ALGER & CO., South Boston Iron Company.

# NORRIS' LOCOMOTIVE WORKS. BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15	inches	I	Diameter	of	Cylinder	X	20	inches	Stroke.	
"	2.	14	6		"		či	·×	24	- 86	_ "	
"	3,	14		6	"		u	X	20	6	6	
"	4.	12		6	"		"		20		"	
"		113		6					20		er.	
"		10		3	. "		"		18		"	

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives. Tenders and Cars.

NORRIS, BROTHERS.

The Iron Manufacture.

We referred in our last, to an article in the probable demand for, and supply of iron and thus depreciate the value of their shares 000 tons the residue for last session, 422,000 during the ensuing five years. The writer and incur certain loss-and then it affords tons on account of next session, and 211,000 evidently understands the subject; and has, such an excellent apology for exceeding oritons in respect of the estimated 1000 miles of in our view, rather underrated the demand for railroads, than otherwise; as we are fully of the opinion-now frequently expressed cently appeared in the Mining Journal on by intelligent English gentlemen—that the system will be pushed "until every town in surprised at some erroneous and contradicto. probable—the requisite quantity of iron will, England has its railway." That parliament will grant many new charters for railroads. not only during the ensuing, and the following, but also at many subsequent sessions, no one need doubt; as, while railroads tend so directly to develope the resources of the country, and especially its distant sections; It has been gravely and repeatedly asserthat the foreign supply of iron will, during and at the same time, pay 41 per cent. with ted, that a double line of railway creates a that period, be equal to the foreign demand, that period, be equal to the foreign demand. country, and especially its distant sections; a prospective increase, there will be men and demand for 700 tons of iron per mile. This is absurd. Foreign countries will look to capital to build them, not only in Europe is a great exaggeration. Reckoning the rails this country for the deficiency. We will but also in this country—therefore an in- at 70 lbs. per yard, and the chairs at 20 lbs. creased consumption of iron may be looked for, and a large one too, certainly during the

Railroad Journal, containing this article, in be a fair and sufficient estimate. the hands of every business man in this community, and especially in the hands of those wno nave the means, but lack the courage, iron will be required to complete them. By ered more than equivalent to the demand, far the larger portion of this quantity being which was created by the railways already own supply.

The writer says, " should the atmospheric principle be adopted on some of the lineswhich is highly probable—the requisite quan-railway. tity of iron in these cases, will be increased about 50 per cent. per mile." We also think tained in railroad making, warrants the conit almost certain that the atmospheric principle will be adopted on many lines; and of 000 tons is divided equally over the three previous make of iron; so that the quantity of iron will be thus years, it amounts to 600,000 tons per annum. materially increased in the first instance, though a less quantity will be required to keep them up, as a renewal of locomotives,

require, to make the increased quantity 1,-233,000 tons for the year 1848—20,000 tons railway will be sanctioned by parliament blackband iron ore, greatly aided this increase. of coal, and 13,000 tons of iron ore per day, next year, and at least 1000 miles in the year and the labor of about 100,000 men," He following. This additional 3000 miles will, laries to iron making will be found in the also states that 244 new furnaces, costing £20,-000 each, or £4,880,000, will be required, and says that two years will be quite little time enough to get them into operation.-We think so too, and much doubt the completion of so much in that time, though all so be required in each year after the passing prices not being remunerative during great

suspension of the works on account of the be wanted 1,022,000 tons-viz., 600,000 tons riod of eleven years, from 1830 to 1841-

interested will be much more likely to push 422,000 tons in respect of the estimated 2000 the Mining Journal of the 30th August, on on, even at a probable loss, than to suspend miles of next session; and in the year 1848 ginal estimates.

> Numerous letters and paragraphs have rery assertions, and no less so at some unwarrantable inserences drawn from correct state- per mile.

Being an old subscriber to your Journal, I take the liberty of troubling you with a few plain facts, and with some simple obser-that as many miles of foreign railway will vations, which will, I think, place the sub- be undertaken in the next three years as the ject in its true position.

each, and making full allowance for pins, next ten, aye, more than that number of years. gage, and the long et cetera connected with tons per annum, to be met?

We wish we could place a number of the a railway, you will find 500 tons per mile to I have called it an increased demand for We wish we could place a number of the a railway, you will find 500 tons per mile to

> acts were passed last session is 2841. Reck | ly insignificant; so that the increasing cononing 500 tons per mile, 1,420,500 tons of sumption for other purposes may be considwrought-iron, and a great deal of it highly made. finished iron, at least 1,800,000 tons of pig iron will be consumed in manufacturing the answering the inquiry,—how is the extra 1,420,500 tons required for the 2841 miles of quantity of nearly 3,000,000 tons of iron in

> clusion, that three years is ample time for per ton, and bar-iron at £14. This induced completing the 2841 miles. If the 1,800, a large addition (as it then appeared) to the

nothing will check it until every town in the num in five years, and an average increase and of rails from wear and tear by the locoing from the many bills which were impended an additional million tons per annum. ded in their progress by the prorogation of The writer remarks, that "some of your parliament, and the number of new lines country has gradually extended from 680,000 readers may be surprised to learn that it will since proposed—and which number is augmenting almost every day—we are justified in supposing that not less than 2000 miles of according to the foregoing estimate, require next three years; and, if they should, a con-1,500,000 tons of finished iron, or 1,900,000 siderable space of time must elapse before tons of pig iron—that is, 1,266,000 tons for new inventions can be successfully applied the 2000 miles, and 633,000 tons for the 1000 and extensively adopted. miles. Allowing three years for completion, one-third of each of these quantities will althat he has pointed out, and much more, will be accomplished at an early day.

The closing remarks, in relation to the The closing remarks, in relation to the of last session; in the year 1847 there will tons per annum, as being thrown over a pe-

high price of iron, we think very just; those in respect of the acts of last session, and the session of 1847—making a total quantity of 2,855,000 tons in three years.

Should the atmospheric principle be adopin these cases, be increased about 50 per cent,

It will be observed that the foregoing calculations are confined to the railways of this country. It is not unreasonable to suppose, aggregate of the British railways. To think that the foreign supply of iron will, during however, confine ourselves at present to the inquiry-how is the increased demand for bolts, sidlings, turn-outs, bridges, stations, lo. home consumption. to the extent of 2,855,000 comotives, carriages for passengers and lug- tons in three years, or upwards of 950,000

2,855,000 tons; the annual quantity of iron The number of miles for which railway hitherto used for railways being comparative-

Past experience will help us very little in the next three years to be supplied? In 1825 The experience which has now been at there was a great demand for iron, prices But we must not stop here. The impetus in 1825 to 680,000 tons in 1830, being an for railway making has been given, and aggregate increase of 230,000 tons per an-

gregate increase of 720,000 tons per annum. The use of hot blast, and the discovery of the It is not to be expected that such new auxilnext three years; and, if they should, a con-

The production of iron has not materially varied in the last four years, owing to the the last two years.

be produced in the next three years?

It has been asserted in the Mining Journal, tive loss. that the furnaces now in blast could produce duce the same quantity of iron? Would he ditional supply? Certainly not.

operations, new furnaces, forges, and mills; for home consumption. new tram-roads and railroads for the use of

Not less than 500 tons of iron per furnace disturb such an adjustment of demand and shortening the distance, for which land will be consumed at the iron works in consequence of the erection of these 244 new ted. Immediately the railway companies of forming the railway will not exceed an aviron in two years, or 60,000 tons per annum, higher and higher, until it becomes unprecedulations, will be taken away from the present means of supply by the attempt to meet the future deto secure its own supply before others, and afford the greatest economy in working the mand.

the quantity of iron consumed in steam-en-gines, blast-pipes, furnaces, cast-houses, for-ges and mills, work shops tram-roads and railway companies to already to be instanced. Bath will be three finites and a ball shorter than by the present line, and no tunnel will ges and mills, work shops tram-roads and railway companies to already the present line, and no tunnel will

congratulate himself, if his past outlay were the shares. The advance in the price of iron be declared.

annum. But we require an increase of 600, Five millions of money is a for mirable out the estimated outlay; the powers of borrow-000 tons in the next year; of 1,022,000 in lay in two years, for the extension of any one ing will be exercised; or, if more conveni-1847; and of 1,233,000 tons in 1848; being trade. It may appear a small sum to rail-ent, additional shares will be created. If an average increase of 411,000 tons in each way companies, whose capital is held in iron can be had, no railway will be stopped succeeding year beyond the make of the shares of £20 or £50 each. But, to suppose on account of price. preceding year—an annual progressive in that fifty iron companies, each composed of a The difficulty of obtaining iron at any crease nearly equal to the total make of the few individuals, can or will expend £100,000 price will shortly present a novel feature in kingdom in 1825; and an aggregate increase each in the next two years, in the extension the manufacturing and commercial history in three years quite equal to the total make of of existing iron works, or in the erection of of this country. I may then take the liberty new ones, is almost incredible; especially, of again addressing you. A LOOKER ON. Again, we inquire, how is the additional when it is recollected that, for the three years quantity of nearly 3,000,000 tons of iron to immediately preceding the present year, most of the iron works were carried on at a posi- which we have before referred, in the last number of

double the quantity of iron which they now the fact, that an increase of 1,233,000 tons the proprietors show their sagacity by adopting their make. Had it been stated, that they cannot of iron in a year, requires the addition of present course instead of attempting to arrest the propoduce 5 per cent. beyond their present 20,000 tons of coal, and 13,000 tons of iron gress of railways. As well might an obstinate individual attempt to turn back a locomotive under full speed as for those interested in canals to attempt to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cent. Beyond their present course instead of attempting to arrest the propoduce 5 per cen an iron-master have built two furnaces, if one quite little enough to provide this vast addi-

Shall we look abroad for assistance?-

time, and will require an immense expenditure of money.

In order to produce the presumed extra quantity of 1,233,000 tons in the third year from the presume, 244 new furnaces (with all their appendages), must be provided their acts of parliament, could be induced to the company, and that deviations from the presumed extra orders equally over three years? And, if the presumed extra orders equally over three years? And, if their acts of parliament, could be induced to the company, and that deviations from the present line of canal for a total length of 8

ges and mills, work shops, tram-roads and railway companies to slacken their speed, It was agreed that an increased capital of railroads above and under ground, carriages and extend the time for completing their unformal for manufactured dertakings to five or seven years. It might shapes of £15 each, and that each proprietor goods, and a variety of tools and implements, he knows that the quantity is more likely to be exceeded than otherwise.

Next, as to the probable outlay consequent on these 244 new furnaces. It cannot be reckoned at less than £20,000 per furnace, out any actual return for their capital, and that each properties and that each properties be so with cautious, calculating, individuals; but it will not be so with public companies, he was shares in addition to each one present would rather pay any price for iron, than pay per annum be paid on deposits and calls on out any actual return for their capital, and or £4,880,000. Many an iron master would congratulate himself, if his past outlay were the shares. The advance in the price of iron

ing an average increase of 65,454 tons per as moderate as our estimate for the future. | will afford an excellent excuse for exceeding

Railways vs. Canals.

We find the following article on this subject, to the London Railway Express a new journal recently Some of your readers may be surprised at established. Such is evidently the tendency, and

A general inclination appears to exist on would have made as much iron as is now tion to the supply of minerals, to turn boys the part of canal proprietors to convert their made with two? Would he keep ten fur- into men, and to convert ordinary laborers canals into railways. The proprietors of the naces in blast, employing ten sets of foun- into skillful colliers, miners, mechanies, foun- Kennet and Avon canal met at Reading on ders, fillers, &c., if nine furnaces could pro- ders, fillers, finers, puddlers, and rollermen. Tuesday, and agreed to apply to parliament for powers to make their car al into a railway. refuse orders upon orders, at remunerating Foreign countries will feel the difficulty The Great Western railway company had prices, as he has done in the last six months, much more than ourselves, and, after all nearly ruined their carrying trade to and from if his present furnaces would furnish an adtheir exertions to satisfy their own wants, Hungerford. The canal is 93 miles long, they will be obliged to come here for a sup that is 57 cut (from Newbury to Bath,) and The increased demand can be met in no ply, when time and enterprize, money and 36 of river navigation. The intention is to other way than by a vast extension of mining men, have enabled us to meet the demand convert the 57 miles of cutting into a railway; this will give a line between Bath and New-We have hitherto presumed that there bury, will shorten the distance from Bath and the iron works; new steam engines for pump-ing, winding, blowing, hammering, and roll-tionment of the orders for railway iron over the Box Tunnel. The Great Western coming; new carriages for conveying the min- a period of three years, so that in each suc- pany have got a bill for making a branch erals to the furnaces and the iron to the ship-ceeding year there will be a progressively from Reading to Newbury and Hungerford, ping places. All this must be a work of increasing demand. But, will it be so? Are

in the next two years, reckoning each fur-take so friendly and so prudent a course, present line of canal for a total length of 8 nace to produce 5000 tons of iron per annum. would not new railway companies be sure to miles will be required in improving the curves furnaces. Thus, more than 120,000 tons of are convinced that the price of iron will go erage of £8000 per mile, or for the whole before iron has reached its maximum price, line, by being concentrated in one incline of Five hundred tons per furnace may seem and thus accelerate, and still further aug- one in 53 for about two and a quarter miles to the inexperienced to be an over-statement; ment, the advance. Symptoms of this move in length. The distance from London to but when the iron master calculates upon ment are already too evident to be mistaken. Bath will be three miles and a half shorter

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anglo Mexican Mint  Lustralian Trust Company deneral hteam Navigation it Western Steam Pa  Jetropolitan Wood Pav  detropolitan Wood Pav	10,000 1 10,000 5,700 10 20,000 1 15,000 1 10,000 5 3,200 5 5,387 10 4,000 2 3,000 1 4,000 5 1,500 10 Cama 1,432 11 720 10 3,000 11	1888 179	10 5 5 7 7 6 4 4 10 	2 34½ 27½ 27½ 64 1½ 64½ 104 36½ 15 150	65 104 37 180 180 160	Melto Mers Macc Nead Oxfor Rege Shrey Staff Strot Strot Strot Tren Than War War	mouthse on Mowsey and clessfield h ord erset coord and wsbury. rbridge udwater nsea erset and Messand Me	worcester  Vhy & Rail fersey  I Medway  Medway  Medway  Medway  Medway  Medway  Medway	Áv.	250 3,000 247 1,786 21,418 500 800 700 500 200 200 330 2,600 8,149 2,600 8,149	100 100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100 100	100 1 0 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 19‡ 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65	160 117 15 365 505 25 120 123 480 360 240 30 495 10 167 122	111 11 366 2 122 123 488 236 244 30 10
Inglo Mexican Mint  Lustralian Trust Company eneral hteam Navigation it Western Steam Pa  Jetropolitan Wood Pav  detropolitan Wood Pav	10,000 1 10,000 5,700 10 20,000 1 15,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 2 3,000 1 4,000 1 4,000 1 1,500 10 Cama 1,432 11 720 10 3,000 11 4,000 11 4,000 11	1880 3555 144 15 110 110 110 110 110 110 110 110 110	10 5 5 7 7 6 4 4 10  10  4 14 10	2 34½ 25 6½ 1½ 64½ 104 36½ 15 150 150 131	65 104 37 70 180 160 134	Melto Mers Macs Macs Neadi Oxfor Sege Shroy Staff Shrev Stou Strot Tren Thar War	mouthse on Mowsey and clessield h ord erset coord and wsbury. rbridge udwater nsea ern & Wat and Mmes and wick an wick an aningham	words with a second sec	Av.	250 500 3,000 247 1,786 21,418 500 700 500 300 200 533 3,760 2,600 8,149 	100 100 100 100 100 33‡ 125 150 140 125 150 100 26‡ 50 19‡ 100 Works	100 1 0 1 00 100 100 33‡ 125 150 140 125 150 145 150 100 26‡ 50 19‡ 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 10 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 11 366 2 122 123 488 233 366 244 31
Inglo Mexican Mint Inti Dry Rot Inti Dry Rot Instralian Trust Company ieneral hteam Navigation it Western Steam Pa Idetropolitan Wood Pav Idetropolitan Wood P	10,000 1 10,000 5,700 10 20,000 1 15,000 1 10,000 1 11,493 5 3,200 5  5,387 10 15,000 10 4,000 2 3,000 1 4,000 2 3,000 1 1,432 11 720 10 3,000 11 4,000 16 500 10	180 355 14 5 100 0 66 1 1 1 0 0 50 0 50 0 100 1 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 1 100 0 1 100 0 1 100	10	2 34½ 27½ 25 6½ 1½ 64½ 104 36½ 15 15 15 131 365	27 65 104 37 180 160 131 365	Melto Mers Mars Mars Mars Meat Meat Meat Meat Meat Meat Meat Meat	mouthse on Mow sey and clesfield h ints or I pshire erset coo ord and wsbury. rbridge udwater nsea ern & W at and M mes and wick an uingham London	words with the content of the conten	Av.	250 500 3,000 1,786 21,418 500 700 500 200 533 3,762 2,600 8,149 2,000 980 Water 4,800 4,433	100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 100 100 100 100 100 100	100 1 0 1 00 100 100 33‡ 125 140 125 145 150 100 26‡ 50 100 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 25 120 123 230 360 240 30 495 10 167 122	111 11366 2212 4823 366 244 3
Anglo Mexican Mint Anti Dry Rot Australian Trust Company Seneral hteam Navigation at Western Steam Pa Metropolitan Wood Pav atent Elastic Pav eninsular and Oriental Ditto Olytechnic Institution Reversionary Int. Soc Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel Jniversity College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Bo. and LiverpoolJunction coventry Cromford	10,000 1 10,000 5,700 10 20,000 1 15,000 1 10,000 1 11,493 5 3,200 5 5,387 10 4,000 2 3,000 1 4,000 5 1,500 10 Cana 1,432 11 720 10 3,000 11 4,000 16 5,000 10 4,000 16	1884 79 00 1000 00 00 1000 00 1000 00 1000 00 1000 00	10 5 5 7 7 6 4 4 10  v. 4 14 10  20 24	2 34½ 27½ 27½ 26 1½ 64½ 11½ 64½ 15 15 150 150 150 150 1250 250	70 180 160 131 365 250	Melto Mers Macco Neati Oxfor Sege Staff Strot Strot Swan Seve Tren War War War War Gran	mouthse on Mowsey and clessfield h rd reset coo one with the country and with the country and mes and wick ar wick ar hingham Ld Junct do not not one the country and the country a	worcester  Worcester  Why & Rail fersey  Medway.  Medway.  Morcester	Av.	250 3,000 247 1,786 21,418 500 700 500 300 200 500 300 8,149 2,600 8,149 980 Water 4,800 4,433 5,500	100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 100 Works	100 1 0 1 00 100 100 33‡ 125 150 140 125 150 145 150 100 26‡ 50 19‡ 100	10 10 21 17 30 24 6 71 25 12 14 19 15 51 65  101 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	111 11366 2212 4823 366 244 3
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Anglo Mexican Mint Anti Dry Rot Australian Trust Company Seneral hteam Navigation at Western Steam Pa Metropolitan Wood Pav atent Elastic Pav eninsular and Oriental Ditto Olytechnic Institution teversionary Int. Soc t. Mail Steam Packet South Western Steam Ship Owners' Towing Chames Tunnel Jniversity College  Sirmingham, 1-16 share Do. and LiverpoolJunction coventry Cromford Derby Croth and Clyde	10,000 1 10,000 10,000 5,700 10 20,000 1 15,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 2 3,000 1 4,000 2 3,000 1 720 10 3,000 11 720 10 3,000 11 4,000 16 500 10 460 600 231	1800   355   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351   351	10	2 34 1 2 34 1 25 6 1 1 4 6 4 1	70 180 160 134 365 250 105 440	Melto Mers Mars Mars Mars Mars Mars Mars Mars Ma	mouthse on Mow sey and clesfield h ints or I pshire erset coo ord and wsbury. rbridge udwater nsea ern & W nt and M mes and wick an ingham London d Junct River I chester I	words words with the content of the	Av.	250 500 3,000 247 1,786 21,418 500 700 500 300 200 533 3,760 2,600 8,149 -,000 -,000 4,433 5,500 1,500 6,486	100 100 100 100 100 100 33 125 150 140 125 150 100 26 100 191 100 Work:	100 1 0 1 00 100 100 334 125 150 140 125 150 145 150 100 264 50 194 100 41 2-3	10 10 21 17 30 21 6 71 25 12 11 19 15 51 65 65 10 81 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	111 136 2 122 123 36 24 3 10 22 222 90 5'
anglo Mexican Mint Anti Dry Rot Australian Trust Company leneral hteam Navigation and the Western Steam Pa Metropolitan Wood Pav Aletropolitan	10,000 1 10,000 5,700 10 20,000 1 15,000 1 10,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 2 1,500 10 Cama 1,432   11 720   10 3,000   1 4,000   6 600   600 231 1,327 40	188	10	2 34½ 27½ 25 6½ 1½ 64½ 104 36½ 15 15 15 15 16 15 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 1	70 180 163 365 250 104 37 	Melto Mers Macco Neath Oxfor Neath Oxfor Shrop Staffic Shree Strout Strout Sweet Trent Than Warr Barra Barra Rank New Manu Vaux	mouthse on Mowses yand clessfield h rd rd rd rd rd reset cool ord and wsbury. rbridge udwater nsea rn & Wat and Mwick an wick an London d Junet River I chester schall, lt.	Loncon  Worcester  Why & Rail fersey  Medway  Mod Birmingl  Modway  Long  B. Ann  L. B. Ann  And Salford  S. London	Av.	250 3,000 3,000 1,786 21,418 500 700 500 300 200 533 3,762 2,600 980 Water 4,800 1,500 6,486 1,000	100 100 100 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 100 Works	100 1 0 1 00 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 41 2-3 30 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81 71 21 81	160 117 15 365 505 25 120 123 480 360 240 30 495 10 167 122 223 88 57 55	111 136 22 122 123 48 233 36 24 3 10 22 22 22 36 5 5
Inglo Mexican Mint Anti Dry Rot Australian Trust Company deneral hteam Navigation it Western Steam Pa Jetropolitan Wood Pav atent Elastic Pav ceninsular and Oriental Jitto Colytechnic Institution Leversionary Int. Soc L. Mail Steam Packet Louth Western Steam Libip Owners' Towing Thames Tunnel Juniversity College Lishby de la Zouch Larnsley Lishby de la Zouch Larnsley Listmingham, 1-16 share Loo, and LiverpoolJunction Loventry Liromford Loventry Liromford Lovery Liromford Livery Lirom	10,000 1 10,000 10,000 1 20,000 1 15,000 1 10,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 2 3,000 5 1,500 10 Cana 1,432 11 72010 3,000 11 4,000 16 500 10 600 231 1,997 40 11,600 10	1888 799 0 1000 do. ddo. ddo. ddo. ddo. ddo. ddo. dd	10 5 5 7 7 6 4 ₁ 10  v. 4 11 10  v. 4 14 10  20 24 0. 3 24 0. 3 24 7	2 341 25 61 11 641 	70 180 165 250 104 37 	Melto Mers Macco Neath Oxfor Neath Oxfor Shrop Staffic Shree Strout Strout Sweet Trent Than Warr Barra Barra Rank New Manu Vaux	mouthse on Mowses yand clessfield h rd rd rd rd rd reset cool ord and wsbury. rbridge udwater nsea rn & Wat and Mwick an wick an London d Junet River I chester schall, lt.	words words with the content of the	Av.	250 3,000 247 1,786 21,418 500 700 500 300 200 500 8,149 2,600 8,149 2,600 8,149 2,600 8,149 1,500 6,486 1,500 6,486 1,500 8,294	100 100 100 100 100 100 33‡ 125 150 145 150 100 26‡ 50 19‡ 100 Work 25 av.	100 1 0 1 00 100 100 334 125 150 140 125 150 145 150 100 264 50 194 100 41 2-3	10 10 21 17 30 21 6 71 25 12 11 19 15 51 65 65 10 81 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	111 136 2 121 133 48 233 36 24 3 11 222 9 55
anglo Mexican Mint Australian Trust Company deneral hteam Navigation it Western Steam Pa detropolitan Wood Pav detropolitan Wood Pav detropolitan Wood Pav deninsular and Oriental delitio dolutechnic Institution deversionary Int. Soc det. Mail Steam Packet douth Western Steam dhip Owners' Towing dhip Owners' Towing drinames Tunnel Juiversity College dishby de la Zouch darnsley diarnsley diarnsley drinames Tunnel do. and LiverpoolJunction doventry drowash dorth and Clyde drand Surrey drand Surrey derand S	10,000 1 10,000 10,000 5,700 10 20,000 1 15,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 9 3,000 11 4,000 16 5,000 10 4,000 16 500 10 4,000 16 500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10	188 799 0 1000 do. ddo. ddo. ddo. ddo. ddo. ddo. dd	10 10 5 5 7 7 6 4 1 10	2 34 1 2 34 1 2 5 6 1 1 4 6 4 1 1 5 0 1 1 5 0 1 1 3 6 5 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5 0 1 1 5	70 180 160 134 365 250 440 440 1614	Melto Mers Macco Nead Oxfor Nead Shrop Staffi Shree Stou Strot Tren Than War War Mane Vaux Mane Vaux Mest	mouthse on Mow seey and clessield h rd reset coo ord and wsbury. rbridge udwater nasea rere & Wat and Mares and wick ar wick ar lingham London d Junct River I chester a thall, lt. t Middle	worcester  Worcester  Why & Rail fersey I Medway  I Medw	Av.	250 500 3,000 247 1,786 21,418 500 800 700 200 200 2,600 8,149 2,600 4,433 5,500 1,500 6,486 1,000 8,294	100 100 100 100 100 100 100 125 150 145 150 100 26 19 100 Work 25 100 av. av.	100 1 0 1 00 100 100 100 33 1125 150 140 125 150 100 26 1 00 100 41 23 30 100 63	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 25 120 123 480 360 240 30 495 10 167 122 28 223 88 57 55 55 126	111 136 2 121 133 48 233 36 24 3 11 222 9 55
Inglo Mexican Mint Inti Dry Rot Inti Dry Rot Instralian Trust Company Ideneral hteam Navigation It Western Steam Pa Idetropolitan Wood Pav Idenisular and Oriental Idetropolitan Institution Insti	10,000 1 10,000 10,000 5,700 10 20,000 1 15,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 2 3,000 1 4,000 2 3,000 11 720 10 Cana 1,432 11 720 10 3,000 11 4,000 16 500 10 460 600 231 1,297 40 11,600 10 1,500 6	1880 355 144 15 100 00 0 100 100 100 100 100 100 100	10	70   180   150   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   104   1	70 180 160 133 365 250 140 440 1611 8	Melto Mers Macs Macs Mead Nead Oxfor Sege Shrop Staff Shrev Stou Strot Swan Tren Than War Birm East Gran New Mand Vaux West	mouthse on Mow sey and clessield h ints or I pshire erset coo ord and wsbury. rbridge udwater nsea ern & W nt and M wick ar wick ar lingham London d Junet chester a chall, lt. t Middle mercial	words and salford S. London esex.	Av.	250 3,000 247 1,786 21,418 500 700 500 300 200 500 8,149 2,600 8,149 2,600 8,149 2,600 8,149 1,500 6,486 1,500 6,486 1,500 8,294	100 100 100 100 100 100 33 125 150 140 125 150 100 26 150 100 19 100 work 25 100 av. av.	100 1 0 1 00 100 100 33‡ 125 150 140 125 145 150 100 26‡ 50 100 41 2-3 30 100	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 10 81 81 71 21 81 71 31 81 71 31 81 71 31 81 81 81 81 81 81 81 81 81 81 81 81 81	160 117 15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57 55 55 126	111 136 2 121 133 48 233 36 24 3 11 222 9 55
Inglo Mexican Mint Inti Dry Rot Instralian Trust Company eneral hteam Navigation it Western Steam Pa fetropolitan Wood Pav detropolitan Wood Pav eninsular and Oriental itto olytechnic Institution eteversionary Int. Soc In Mail Steam Packet outh Western Steam hip Owners' Towing. Thames Tunnel Iniversity College shby de la Zouch arnsley itmingham, 1-16 share lo. and LiverpoolJunction oventry fromford berby frewash orth and Clyde brand Junction brand Surrey eloucester and Rerkley ancaster	10,000 1 10,000 10,000 1 20,000 1 10,000 1 11,493 5 3,200 5 15,000 10 4,000 2 3,000 1 4,000 5 1,500 10 Cana 1,432 11 72010 3,000 11 4,000 16 600 10 1,500 10 1,500 10 5,000 10 1,500 10 5,000 10 1,500 10 1,500 10 5,000 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10	188	10	2 34½ 27½ 25 6½ 1½ 64½ 104 36½ 15 15 15 15 162 20 8 185	70 180 163 365 250 104 365 250 105 440 440 1611 8 185	Melto Mers Macs Macs Macs Neati Oxfor Rege Shrop Staff Strot Swal Sw	mouthse on Mowsey and clessfield h rd reset cool ord and wsbury. rbridge udwater nsea rn & Wat and Mmes and wick ar wick ar wick ar rd rd. rd. rd. rd. rd. rd. rd. rd.	London  Morcester  Worcester  Medway  Medway  Medway  Medway  Medway  Solution.  L. B. Ann  and Salford  S. London  esex  Dock  est India	Av.	250 3,000 247 1,786 21,418 500 700 500 300 200 500 300 2,600 8,149 980 Water 4,800 4,433 6,486 1,500 6,486 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	100 100 100 100 100 100 133 125 150 145 150 100 26 15 100 100 Work 25 100 av. av.	100 1 0 1 00 100 100 100 33 1125 150 140 125 150 100 26 1 00 100 41 23 30 100 63	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 25 120 123 490 360 240 30 495 10 167 122 28 223 88 57 55 126	11 136 2 12 12 48 23 36 24 3 1 1 22 22 9 5 5 5 5 12
nglo Mexican Mint unti Dry Rot eneral hteam Navigation t Western Steam Pa letropolitan Wood Pav atent Elastic Pav eninsular and Oriental bitto lolytechnic Institution leversionary Int. Soc Mail Steam Packet outh Western Steam hip Owners' Towing hames Tunnel university College shby de la Zouch arnsley lerby lerby rewash orth and Clyde rewash orth and Clyde rand Junction rand Surrey loucester and Rerkley rantham ancaster eeds and Liverpool	10,000 1 10,000 10,000 5,700 10 20,000 1 11,493 5 3,200 5 5,387 10 15,000 10 4,000 5 1,500 10 4,000 15 729 10 3,000 11 4,000 16 500 10 4600 231 1,297 40 11,600 10 1,500 10 5,000 10 5,000 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10	188 7990 1000 do. dd. dd. dd. dd. dd. dd. dd. dd. dd.	10 5 5 7 7 6 4 10  10  10  20 20 20 20 32 4 7 6 8 3 8 8 8 8 8 8 8 8 8 8 8 8 8	70 180 150 105 440 440 162 20 8 8 185 40	70 180 160 131 365 250 201 440 440 440 1611 8 185	Melto Mers Macc Macc Macc Mead Macc Nead Sare Shrop Staff Shree Stou Strot Tren Than War Birm East Gram New West Comm ast a	mouthse on Mow seey and clessfield h	worcester  Worcester  Why & Rail fersey  Medway  Mormingle  Mormin	Av.	250 500 3,000 247 1,786 21,418 500 700 500 200 300 200 2,600 8,149 2,600 8,149 2,600 1,500 6,486 1,000 1,500 6,486 1,005 1,065 ,238,310	100 100 100 100 100 100 33 155 150 140 125 150 100 191 100 Work av. av. av. ks.	100 1 0 1 00 100 100 100 33 1125 150 140 125 150 100 26 1 00 100 41 23 30 100 63	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81 81 51 61	160 117 15 365 505 925 120 123 480 360 240 30 495 10 167 122 28 88 57 55 126	111 136 2 122 123 36 24 3 1 222 9 55 122
Anglo Mexican Mint Anti Dry Rot Australian Trust Company deneral hteam Navigation it Western Steam Pa Metropolitan Wood Pav atent Elastic Pav eninsular and Oriental Ditto Polytechnic Institution teversionary Int. Soc R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel Juiversity College Ashby de la Zouch tarnsley tarnsley birmingham, 1-16 share Do. and LiverpoolJunction coventry Tomford Derby Terewash	10,000 1 10,000 10,000 1 20,000 1 10,000 1 11,493 5 3,200 5 15,000 10 4,000 2 3,000 1 4,000 5 1,500 10 Cana 1,432 11 72010 3,000 11 4,000 16 600 10 1,500 10 1,500 10 5,000 10 1,500 10 5,000 10 1,500 10 1,500 10 5,000 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10 1,500 10	188 7990 1000 do. dd. dd. dd. dd. dd. dd. dd. dd. dd.	10 10 5 5 7 7 6 4 1 10	2 34½ 27½ 25 6½ 1½ 64½ 104 36½ 15 15 15 15 162 20 8 185	70 180 163 365 250 104 365 250 105 440 440 1611 8 185	Melto Mers Macco Mers Macco Nead Oxfor Nead Shrop Strot Strot Strot Tren Than War War Mane Vaux Mane Vaux Mane Commast a ond Kill	mouthse on Mow seey and clessield h rd reset coo or sees of and wisher, rbridge udwater nasea rem & Wat and Messand wick ar wick ar wick ar lingham London d Junct River I chester a thall, lt. t Middle mercial and Woon atharine	London  Morcester  Worcester  Medway.  Medway.  Medway.  Medway.  Medway.  Solution  L. B. Ann.  L. B. Ann.  And Simpinghand  S. London  esex.  Dock.  est India	Av.	250 3,000 247 1,786 21,418 500 700 500 300 200 500 300 2,600 8,149 980 Water 4,800 4,433 6,486 1,500 6,486 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	100 100 100 100 100 100 33 145 150 140 125 150 100 26 19 100 Work 25 100 av. av. ks.	100 1 0 1 00 100 100 100 33 1125 150 140 125 150 100 26 1 00 100 41 23 30 100 63	10 10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	160 117 15 365 505 25 120 123 490 360 240 30 495 10 167 122 28 223 88 57 55 126	166 11' 11: 366 22: 12: 12: 14: 23: 36 24: 36 24: 36 24: 36 25: 10: 10: 10: 10: 10: 10: 10: 10: 10: 10

	Length	1	WORK									
STATE WORKS.	in miles	LOSI.	Income.	Expend.	Income.	Expen	The 13 to	State Car 17 feet wi	nals are a de, and 8	all 4 feet 80 to 90	t deep, and feet in leng	the locks
Y. 1 Black river canal 2 Cayuga and Seneca	. 35	1,524,967		10.053	04.610		Th	e six mi	llions p	aid to	the canal	fund fr
3 Champlain canal	64	237,000 1,251,604		10,953	24,618 116,739		auctio	on and s	salt duti	ies are	not incli	ided in
4 Chemung	23	684,600		14,486	14,385	12 740	Rlack	river c	onale re	nc Ger	nesee valle large sun	ey and
5 Chenango.	. 97	2,420,000	16,195	15,967	22,179	15.960	comp	etion th	e intere	equire est of w	which addi	tional c
. OCTOORED TAKE	8	156,777	461	3,674	1,498	3,951	is mu	ch great	er than	the est	imated gr	oss inco
7 Erie—enlargement of	363		1,880,316		• • • • • • • • • • • • • • • • • • • •		of the	se cana	is wher	n finis	hed. The	e sums
9 52 miles opened, cost \$1,500,000	120	3,739,000		12 010	10 641		quire	to com	plete th	ese two	o canals a	re \$2 0
10 Oneida lake	6	50,000	12,292 225	2,239	19,641 621		000 a	nd \$600	,000, m	aking	their total	cost w
111Oswego	38	565,437		20,749	56,165	98 500	nnish	ed \$5,55	3,000 ar	nd \$2,4	109,000; a	n expe
1. 12 Beaver division canal	25		20,111		7,381	5 386	be lib	ncurred	on esun	nated 1	incomes (a \$14,000 re	amiue
13 Delaware canal	60				109,278	22,870	Tr.	ciai, joi	\$33,000	o and a	ne works o	spective
14 rench creek	45						Vania	for 184	3 were	rom th	9,401; for	1944
in Seneca river towing path		69,276			381		164.3	26. and t	he cost	about	30 million	S.
16 Columbia railroad		4,204,969			443,336	205,067	Part 1		s for 18	14 wer	re as follor	Ws:
18 Juniata canal	36 93				179,781	138,915	Canal	tolls,				578,
19 Portage railroad	361	1 202 461			351,102	049 049	Railro	oad tolls		-		252,
201 Western division canal.	105	1,025,401			001,102			e power	, -	-	-	319,
21 North branch Susquehannah canal	72 5		100	-	101 010		Truck		000 :-	c	10 11	13,
1221 West 11 / 11	1 %0 }			1	101,949	57,633	and &	578 404	100m 55	from 1	18 miles of	railro
io 23 Hocking canal	56	975,130			5,286		and the	10,404	HOIII 99	o mne	es of canal	le .
24 Miami canal	85	1,660,742			77,844	22,341	nerty	tar of E	or Uni	on the	supported dollar.	Dy a I
25 Miami extension	105	2,856,636			12,723	14,741	853 m	iles of a	anal in	the St	ate, which	vieldo
27 Muskingum	35	322,000			unfin'd.	15 007	1843	\$471.62	3. and i	n 1844	4 \$515 393	3 the c
23 Ohio	91	1,627,318 4,600,000	23,167 . 322,754 t		29,385	113 910	1st Ja	n. '43 be	eing Sla	5.577.2	33. The	increas
29 Wabash	91	3,028,340			49,589	19.817	41 ov	er '43 is	only S	43,770.	, though the	he vear
30  Walhonding.	25	607,269		39,005	1,977	1 000	hases	chibited	a oreat	er inci	rease throu	ughout
31 Western road	31	255,015		1,782	8,747	2,929	count	ry than	ever bet	ore kn	own.	
·  32  Sundry works							The	ese 21 n	aillions	on sur	ndry work	s yield
33 Maume canal	1						nicom	e whate	ver.			
		10,000,000					The	central	railroa	d yield	ds above (	per ce
2h 35 Central railroad	110	1,842,308		75,960	211,170	89,420	and is	s the on	b is able	Work-	ind alone.	canal
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ZCANALS.	Length	Cost.	1843. Income.		Inc	44. ome.	Div.	Value		RE	MARKS.	E: -
Fig.Blackstone	miles.		Gross. N	ett. cen	C. Gross.	Nett.	cent.	stoca.				BARBET.
Bald Eagle Navigation	25	400,000										
Beaver and Sandy, (part)	20								Wem	av. ne	rhaps, at s	ome fut
Charleston, (S. C.)		2,000,000							ime be	enable	d to give t	he parti
Charleston, (S. C.) Chesapeake and Ohio	184	12,370,470						1	ars of a	all thes	e canals.	• •
Conestota	12	300,000									eake and (
					.,							
						100 024		26 ji	s not y			
Schuylkill	108	3,500,000	279,795 102	,221	190,693	120,624		26 ji	nines, h	ence it	s trifling i	
Schuylkill	108	3,500,000	279,795 102	,221	190,693			26 ii 31 ii	The en	ence it	ts trifling i	e Schr
Schuylkill	108	3,500,000	279,795 102	,221	190,693			26 ji 31 ji	nines, h The en till cana	ence it nlarger il has l	s trifling i ment of the been comm	ne Schu nenced.
Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Denosit	108	3,500,000	279,795 102	,221	190,693		4	26 ji 31 ji	nines, he The en till cana The N	ence it nlarger il has l forris	ts trifling i ment of the been common canal was	ne Schr nenced. lately s
Schuylkill Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan	108 10 43	3,500,000	279,795 102	,221	190,693		4	26 ii 31 in	nines, he The en till cana The N	ence it nlarge al has t forris nillion	s trifling i ment of the been comm	ne Schr nenced. lately s
Schuylkill Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark.	108 10 43	3,500,000	99,623 53	,221	190,693	84,455	4	26 ii 31 n	nines, he The entill cana The Mor one n	ence it nlarge al has t forris nillion	ts trifling i ment of the been common canal was	ne Schr nenced. lately s
Schuylkill Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water.	108 10 43 45	3,500,000 200,000 2,900,000 300,000 2,900,000	279,795 102 99,623 53	,327	190,693	84,455	4	26 ii 31 n	nines, he The entill cana The Mor one n	ence it nlarge al has t forris nillion	ts trifling i ment of the been common canal was	ne Schr nenced. lately s
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	108 10 43 45 80	3,500,000 200,000 2,900,000 300,000 2,900,000	279,795 102 99,623 53	,327	190,693	84,455	4	26 ii 31 n	nines, he The entill cana The Mor one n	ence it nlarge al has t forris nillion	ts trifling i ment of the been common canal was	ne Schr nenced. lately s
Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	108 10 43 45	3,500,000 200,000 2,900,000 300,000 2,900,000	279,795 102 99,623 53	,327	190,693	84,455	4	26 ii 31 n	nines, he The entill cana The Mor one n	ence it nlarge al has t forris nillion	ts trifling i ment of the been common canal was	ne Schr nenced. lately s
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May 1) Portland, Saco and Portsmouth 50 1, 250,000		PAUROANE		ngth '	Cart	Loans	Number			43.	Div.		44.	Div.	Previ-	Week	endin t. 15.
Formland, Sace and Pertemonth 50 1,000,000 1,0	K	RAILRUADS.	mi	n les.	Cost.		ahares.				cent.			cent.		Last	Sal
1. Section and Maine extension 15		1. Dowland Saco and Portemouth	1		1 200 000		-							6	-		10
Scholar and Maine estension. 15 485,000 160,000									00,001	17,100		131,202	02,112				
Bloston and Lovell									178 745	68 499	6	233 101	86 401				
Section and Lowell.	•	A Doctor and Maine extension	12		455 700	nnen		1	110,120	00,200		,101	00,101				
Boston and Providence.	1	5 Doctor and Towell	96						977 316	144 000	8	316 909	147 615	8	118		11
Pleasin and Worcester.	1	6 Poster and Providence					19 600	100									
September Sept	1	Destan and Wongeston	144		0.014.026	none.	10,000	100	40 141	160,000							
9Charlestown branch.	١	Boston and Worcester	01		050,000	Ornal state			20,141			17 727	130,100	1 13	1101		
	1	Berksnire	21		200,000	not state				17,000	12			51	80		
				••••	200,200		• • • • • • • •		000 505	140 505	13				1071		110
13 New Bedford and Tamaton. 20	1	U Eastern	54		2,388,63	L'			219,503	140,595	0	40.050	00 005				
13 New Bedford and Tamaton. 20	1	Truchburg	30		1,100,000	ollustobu.	1		04.000	• • • • • • • • • • • • • • • • • • • •							
14 Northampton and Springfield.		Nashua and Lowell	14	1-2	380,000				04,079								
15 Norwich and Wordster 59		New Bedford and Taunton	20	,					50,671	24,000	0	64,996	24,000	1 0	102		
16 OR Colony		A Northampton and Springheid	1::	• • • •						04.00	• • • • •	200 000	00 404		C~		1
1781cog 150 branch 1		Norwich and Worcester	35			6 900,000	16,53	100	102,330	24,871		230,014	99,404	3			
18 Taunion branch 11 250,000 00 00 00 00 00 00 0	J	loon Colony				unfin.									103		1.
19 Vermott and Massachusetts. 3	- 1	7 Stoughton branch	1 .4			-1						00.00			100		٠١٠٠
20 West Stockbridge					250,000					20,000	8	96,687	20,000	8	120		• ••
22 Western, (17 miles in Mass) 156											••••			1		• • • • • • • • • • • • • • • • • • • •	
22 Worcester branch to Milbury		West Stockbridge						100						4			1.
23 Houstonic, [10 months]	1	Western, (117 miles in Mass.,)	156	•		4,686,202	30,000		573,882	284,432		753,753	439,679	3	981		. 9
23 Houstonic (, 10 months)	1	2 Worcester branch to Milbury		• • • •		506	5						• • • • • • •				٠ ا٠:
189 Hartford and New Haven 38 1,100,000 100,000 10,000	1	3 Housatonic, (10 months,)	74			3						[150,000					. 3
25 Hartford and Springfield 5 25 25 600,000 400,000 2,000 100 135,885 154,724 79,845 29 29 20 20 20 20 20 20	1	Hartford and New Haven	38											6	93		
268 Stonington, (year ending 1st Sept.)	5	5 Hartford and Springfield			600,000	400,000											1.
28 Anburn and Rochester	6	6 Stonington, (year ending 1st Sept)	48	3	2,600,000	650,000			113,889			154,724	79,845		29		. 3
298 Auburn and Rochester	7.	Attica and Buffalo	31						45 896	7 522		73 248	48 033	0			
29] Auburn and Syracuses	9	8 Auburn and Rochester	78)			14 000	100	189,693	112.000		237,667	152.007	6	109		110
30 Buffalo and Niagara 22 200,000 1,500 1,500 10									86 291	27.334		96.738	52.544	6	116		
31 Eric, (446 miles). 5,000,000 48,000 126,020 59,075 53 33 Harlem 36 2,250,000 750,000 30,000 40,000 52,000 52,000 53 34 Hadson and Berkshire 31 575,613 322,340 39,846 50 35,022 1,780 0 11,8 35 Long Island. 36 1,610,221 322,340 39,846 50 33,022 1,780 0 13,8 37 Saratoga and Schenectady 22 303,658 42,242 3,000 1 34,666 6,455 0 38 Schenectady and Troy 20 1-2 640,500 10,000 10,000 100 69,948 58,780 79,904 45,753 0 584 40 10,000	9	O Buffalo and Niagara	22		200,000					2.,001		00,.00	0.00	1			
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39 Syracuse and Utica					1,317,893				69,948	58,780		79,804	45,763		204		
1987 1987	1	7 Saratoga and Schenectady			303,658				42,242	3,000	1	34,666	8,455				
401	3	8 Schenectady and Troy			640,800				28,043			32,646					
1 1 1 1 2 2 2 2 2 2					1,115,897	none.	16,000	62	163,701	72,000		192,061	120,992	8	117		
1 1 1 1 2 2 2 2 2 2					727,332				76,227			114,177	75,865	5			
132 Troy and Saratoga. 25 475,501 0.00 0.00 100 277,164 100,000 331,952 9.971 24 132 143 145 1	4	1 Troy and Greenbush		-	180,000										90		1
	4	2 Troy and Saratoga	25		475.801				44,325	21,000		38.502	. 9,971	21			1
144Canden and Amboy	- 14	3 Utica and Schenectady	78		2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132		1
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46 New Jersey	4	5 Elizabethtown and Somerville	26		500,000												
48 Beaver Meadow 36 1,000,000	14	6 New Jersey	34		2 000 000			1							951		
18 Beaver Meadow 26	4	7 Paterson			500,000									6			
49 Cumberland Valley																	1
Sol Harrisburg and Lancaster 36 \$60,000 30																	1
10	6	Harrishurg and Lancaster *	36		860,000		1			•••••		******			30		1
S2 Little Schuylkill	5	Hazleton branch	10												00		1
53 Blossburg and Corning	F	I ittle Schuzlkill	90												******		1
54 Mauch Chunk	5	Rloseburg and Corning	40												•••••		
55 Minehill and Schuylkill Haven.	1	Manch Chunk	10														1
S6 Norristown	2	Minghill and Schurlbill Haven	10	10	306 112	05 000	7010	50	******	******	10		•••••		90		
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59 Reading	2	Dotteville and Dansille			1 500,000			• • • • •	******	• • • • • • •	• • • •	• • • • • • •	•••••	••••		•••••	1
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61 Williamsport and Elmira. 25 400,000 20,000 210,000 154 63 Frenchtown 16 600,000 43,043 200,000 210,000 154 65 Baltimore and Ohio, (1st Oct.) 188 7,623,600 575,235 279,402 558,620 346,946 484 65 Baltimore and Susquehanna. 58 3,000,000 170,000 170,000 170,000 170,000 181 Little Miami 192 Madriver 182 M	0	Cohurchill wellow		I	9,457,570	7,447,570	40,200	50	******	*****	• • • •	597,613	343,511	••••	20		2
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68 Petersburg 63 969,880 63,000 7,690 100 122,871 72,898 3 77 70 Richmond, Fredericksb'g and Potomac* 76 800,000 185,243 85,688 6 185,243 85,688	6	Greensville and Roanoke											6,074		28		
Figs Fortsmouth and Roanoke 78 1-2 1,454,171 800,000 185,243 85,688 6 71 Richmond, Fredericksb'g and Potomac 72 Winchester and Potomac 32 500,000 73 Raleigh and Gaston 84 1-2 1,360,000 75 South Carolina 136 1,800,000 136 1,800,000 136 1,800,000 136 1,800,000 136 1,800,000 1,8	6	Petersburg			969,880	63,000	7,690	100							-		
70 Richmond and Petersburg 76 22 1-2 700,000	6	Portsmouth and Roanoke	78	1-2													
71 Richmond and Petersburg. 22 1-2 700,000 500,000 500,000 73 Raleigh and Gaston 84 1-2 1,360,000 74 Wilmington and Raleigh 161 1,800,000 136 66 5,671,452 34,410 75 201,464 77,456 328,425 180,704 227,532 93,190 76 Central 190 2,581,723 227,532 93,190 248,026 158,207 248,026 147,523 227,532 33,000 170,000 10	7	Richmond, Fredericksb'g and Potomac*	76	7	800,000							185,243	85,688	6			
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80 Lexington and Ohio. 40 450,000									201,404	17,456		320,425	100,704		••••	• • • • • • • • • • • • • • • • • • • •	
80 Lexington and Ohio. 40 450,000							• • • • • • •		241,532	93,190				••••			
80 Lexington and Ohio. 40 450,000	1	Montage and Miles P.		1-2					248,026	158,207		248,096	147,523				
Sol Lexington and Ohio.		wonigomery and West Point						TOO !				33.000	10.000				
152 Mad river 40 152,000 152,000 153 Madison and Indianapolis 56 212,000 155	1	Lexington and Ohio			450,000												
83 Madison and Indianapolis	IU.		40		400,000						[
83 Madison and Indianapolis	IU.	Little Miami		- 1	150 000												
104/7hammlel - 1 C. v .	000	Mad river	40		102,000												
. 84 Champlain and St. Lawrence 15	0000	Madison and Indianapolis	40 56		212.000												

communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chamber's street, N.Y

Thursday, October 2, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 23,204 tons, and by canal 9,085 05, making 32,289 95 tons for the

BY RAILROAD.	
From Pottsville and Port Carbon-total	.280.106
From Schuylkill Haven—total	289,003
From Port Clinton—total	14,968
Total by railroad	584,048
BY CANAL.	100
From Pottsville and Port Carbon-total	
From Schuylkill Haven—total tons	. 31,084
From Port Clinton	. 36,935
Total by canal	179,203
Total by railroad and canal	.763,251
LEHIGH COAL TRADE.	
Total shipments from Mauch Chunk. coal and navigation co.	-
Summit mines, 144,238	A.N.
Summit mines, 144,238 Room run do., 54,726-	-198,961
Beaver Meadow railroad and coal co.,	62,112
From Penn Haven—Hazleton coal co.,	53,856
From Rock Port-Buck Mountain coal co.,	

33(7,200
WYOMING COAL TRADE—total	551
PINE GROVE COAL TRADE.—total38	3,126
MINEHILL AND SCHUYLKILL HAVEN RAILRO	AD-
total tone).8001+
MOUNT CARBON RAILHOAD—total tons193	3,366
MILL CREEK RAILROAD—total	,153
SCHUYLKILL VALLEY RAILROAD—total6"	7,402
[Miners' Journal	al.

WESTERN RAILBOADR	eccipts for the	he week end
ing September 20.	1845.	1844.
	1040.	
Passengers	\$10,487	\$11,296
Freight, etc	9,999	6,926
Total	\$20,486	\$18,222
Nett gain this week		\$2,264
Nett gain previously since	Jan. 1, '45	30,977
Total gain		\$33,241

ATLANTIC AND ST. LAWRENCE RAILROAD COMPA-NY.-We learn from the Portland Advertiser that produce by the Little Miami railroad and the white Thursday was a day of triumph and festival at Portland, it being the day appointed for the organization of the St Lawrence railroad co. The British and will be in a few years. Cincinnati will yet reap American flags were flying over the City Hall, and rich harvests from her railroads and canals. Twenin various parts of the city.

The meeting of the stockholders was called to order by judge Preble, and the mayor chosen to preside. John Neal was chosen clerk of the corpora-John Smith, Josiah S. Little, James L. Farmer, signed by about 200 merchants in the city, has been now almost certain, that the "Western and Atlantic

land, John A. Poor, of Bangor, Ezra F. Beal, of plete the subscription for stock.

ALBANY AND SCHENECTADY RAILBOAD.-An important change in the honr of departure from Albany goes into operation to-day. The one o'clock train has been brought forward to nine o'clock in the morning in order to take travellers at once west, whenever the boat (as will be the case at this seasion of the year) is detained by the fog. Heretofore passengers who have arrived after 71 o'clock, have had to wait all this morning before they could leave for the west.

"WEAR OF RAILROAD IRON."-A well-written article on the "wear of railroad iron," on different engineer, in reply to our article published by us, on 31st July, from the Boston Courier of the 15th of that month, accompanied by the remarks of "J"our next.

"Suspension Aqueduct."-We have received from Mr. John A. Roebling, an exceedingly interesting description accompanied by a drawing, of the "suspension aqueduct," recently constructed by him, over the Alleghany river, at Pittsburg, for the passage of the Pennsylvania canal into that city.-We have looked with no little interest, for this description, as this is, we believe, the first work of the kind ever constructed, and are therefore greatly obliged by the opportunity of presenting our readers with the first full account of a work so creditable to his enterprize and skill. We shall give it with the illustration in our next number.

" ANOTHER RAILROAD ROUTE," is received and will appear in our next, notwithstanding the writer's insinuation of "undue influence." We will simply remark that no person ever spoke to us in relation to the project referred to; and that we have learned, by an intercourse with society of near forty years, that none are more liable to the charge of being operated upon by "undue influences" than those who are most ready to cast the imputation upon others.

Miami and White Water, Ohio canals

We learn from the Cincinnati Gazette-and we thank the editor for his courtesy in sending it to us again, as we missed it sadly—that the Miami canal breach would be repaired so as to be navigable again on the 16th inst., but that the Lawrenceburgh branch of the White Water canal, would not be navigable under three or four weeks. This is much to be regretted, as the business season will now soon be over It is however gratifying to learn, as we do, from the Gazette, that Cincinnati is realizing the fruits of her enterprize, in the daily receipt of large quantities of water canal. The present receipts are however only a drop in the bucket, in comparison to what they ty years more will produce changes which will astonish her most sanguine friends.

Rutland Railroad.

The Bunker Hill Aurora says that Mr. Gilbert

Correspondents will oblige us by sending in their Thomas Hammond and George Turner, of Port-published, and a strong effort is being made to com-

And the effort will succeed too, who will believe that the Boston merchants will not meet the overtures of western Vermont.

Credit to whon it is due.

There are two reasons why those who copy articles from other journals, should acknowledge the source from whence they were derived; 1st, that he who adopts them, may not be chargeable with their errors, if they are not correct; 2ndly and mainly, that he who puts them forth may have his due, if they are useful. Our reason for alluding to the subject, is simply to request those, who avail themselves of our labors-which, by the by, we are always desirous they should do, will either disguise kinds of substructure, by James Herron esq., civil them by clothing them in more appropriate language, that we may use them again to better purpose, or put on the appropriate ear mark, that we may pass them by; as it is exceedingly vexatious to not of the editor-is received, but it came too late be led, by a slight alteration in the introduction, to for this number, and will therefore find a place in republish ones own paragraphs. On "second sober thought" we should never mistake, from its lack of polish, or finish, our own work, even if we saw it on the locomotive "galaxy" on the Middlebury and Rutland route to Boston, or even upon any of the southern or western lines of road, though when looking upon one object and thinking of another, we might not detect its origin.

Monroe, Georgia Railroad.

We noticed some time since, the sale at auction, of this railroad and its appendages, to J. Cowles, esq. and others, in accordance with notice previously given, for \$155,100, and in a subsequent number. we published a paragraph from the Macon Messenger, which intimated an intention on the part of Andrew R. Moore and others, to contest the sale as illegal. Since then we have endeavored to ascertain the facts in relation to the sale, and we have reason to believe that the sale was not only legal, but fortunate also, as the purchasers are able and ready to complete that part of the road not yet finished, and also to put the whole line in good repair, and efficient working order, that the people along its line may begin to derive some advantage from it.

We have, at different times, during the past ten years, published notices of this work; but have not until recently, understood its proper position, nor appreciated its value. On examination, we are at a loss to know why it is called the " Monroe railroad" in as much as it does not pass through, nor within many miles of any place of that name-but commences at Macon, the termination of the Central road from Savannak, of 190 miles in length-and passes through Forsyth, Griffin and other towns, the distance of 101 miles to Atlanta, about five miles west of Decatur in Dekalb county. It is at this point, we believe, that the "Georgia and South Carolina railroads," from Augusta and Charleston 312 miles in length terminates; and the "Western and Atlantic road" of about 140 miles in length, to the Tennessee line at Rossville, commences. Thus it will be seen that the Monroe railroad is to form the connecting link between the Central road from Savannah, and the state, or Western and Atlantic road, to the Tennessee line, and with the "Hiwasse railroad," from, or near the line, 98 miles north-easterly to Knoxville. There can now, we think, be littion, and took the oath of office. The directors cho has completed his survey, and the profile and esti-tle doubt, but that operations will be again, at no sen are as follows :- William P. Preble, of Portland, mates of the railroad from Bellows Falls to Bur-distant day, resumed on the "Hiwasse," which was James Deering, of Westbrook, John Mussey, John lington, are exhibited at No. 9 Merchants' Ex-nearly, or quite graded some years ago, and then B. Brown, John Anderson, Eliphalet Greely, St. change. An address in behalf of this railroad, abandoned for want of means to go on. It is also

road" will be continued from Rossville, to Chattanooga on the Tennessee river and from thence to Nashville 130 miles, thus opening a communica- company have been forwarding coals and iron tion with middle Tennessee, Kentucky and Ohio, from their own wharf to Norwich by water, by Steamboats on the Cumberland river to Nash- as being cheaper to them than taking them ville. By this route, the cotton bagging and provisions, from Kentucky and Ohio, which now find their way to New Orleans and around the capes of Express" of 29th August, for the purpose of giving Florida, to Savannah and Charleston, and then to both sides of the question, as it has been intimated the interior of Georgia, over the railroads, a distance of over 2300 miles, at an enormous expense, will pass up the Cumberland about 200 miles to Nashville, and then over the railroads to Atlanta, about 300 miles, and from this point, it may pass over the Monroe road to Macon and Savannah 101, or 291 miles; or to Augusta and Charleston 172, or ally—as we have not, and never have had any ex-312 miles. Who that looks at this subject understandingly, will not see the importance, especially to Savannah and the interior of Georgia, of having the Monroe road put in good working condition as early as possible? Not only from its serving as a connecting link between the central and state roads, from Savannah to Tennessee, but also as it is to become the connecting link between the road from ness on main lines and general routes. Thus far Charleston and Augusta, and the West Point and Montgomery railroad in Alabama. The company which owns the the Monroe road, also have the control of the charter for a railroad from Griffin, on the Monroe road, to West Point, 68 miles, where it will connect with the railroad to Montgomery, now in use, in the direct line to Mobile and New Orleans; and it is an important fact, with which we were not, until recently acquainted, that this short line of sixty eight miles, and the distance from Griffin to Atlanta about fifty miles, where the Monroe road connects with the line to Charleston, are the only remaining links to be completed, to open a steam route of travel, by steamboat and railroad, from Bangor in Maine, to New Orleans and Texas! Thus it will be seen that this "Monroe road," and its branch from Griffin to West Point, occupies a position of find them. vast importance; as, with its three arms pointing from Griffin northwardly, southeasterly, and southwesterly, it commands the passes from Savannah to Alabama, to Tennessee, and also from Charleston to Alabama and New Orleans. It is in reality to be the "Turn table" for four other important railroads. and it becomes the purchasers to put it in the best possible order, at the earliest period, and when they have done this, we hope they may derive a liberal return for their investment.

We shall soon refer to this subject again, in connection with the extension from the Tennessee river to Nashville and to St. Louis.

Oswego and Syracuse Railroad.

We have taken much interest in the success of and convenience, connecting two important mediums of travel, and transportation, by the shortest possible route of favorable connection.

The route of this road is an exceedingly favorawhich \$200,000 has been subscribed at Oswego, Syracuse, and along the line; and now the combalance of \$150,000. We understand that the right small amount to the capital, to insure an immediis investing millions to obtain? We shall see,

Canals cheaper than Railways.

"A Norwich paper says that the railway on their own rail.'

We copy the above from the "London Railway by some of our subscribers—and we believe them to be warm and true friends also-that we do not give canals a fair chance with railroads, or in other words, that we stand so very upright between the two, that we actually lean a little over towards railroads. Possibly it may be so, though surely not intentioncept a general interest, to be promoted or injured by the success or depression of either-but after an early examination of the subject, we came to the conclusion, a long time since, that canals, for general use, were to be numbered with things that have been, while railroads would become the popular, the common, if not the universal mode of transacting busiwe have not seen cause, nor do we now, to change of the establishment. that opinion; but on the contrary, every year's experience serves to convince us, more fully if possible, that we were and are correct in the belief that canals must yield generally to railroads, except un-der peculiar circumstances. We should therefore der peculiar circumstances. We should therefore be gratified to learn that our highly esteemed friend who recently desired to convince us that, in the "old dominion," at least, it would be better to go on and complete their canal system to the Ohio, than to adopt railroads—had changed his views and come out an advocate of railroads, as in that way only, will he allow us to say it? can he most speedily and effectually develope the resources of that time-honored commonwealth, which we know he loves as his own mother.

As we desire to give both sides of this really important question, we give the paragraph at the head of this article, and will give others like it when we

For the American Railroad Journal. Grand and Important Discovery.

This is a project to use the elasticity of atmos pheric air as a prime mover of machinery. The idea is derived from its application, after compression, to air-guns. But the great difficulty in the present case is, or as it has hitherto existed, how to receive and accumulate it in a vessel from which to allow its escape in the just quantum of body sufficient to force a piston and by this piston to move a lever, without unnecessary loss; and at the same time to keep the reservoir of power undiminished. Of these two great difficulties, the projector considers the last the most important to be overcome and this work, as promising to be one of great utility the only hindrance to the application of this, perhaps, more powerful agent than steam, to the propulsion of boats. He establishes his theory upon the fact that a square inch of air will counterbalance a weight of 14 lbs., that it can be compressed ble one, and its estimated cost only \$350,000-of into 1551 parts less than its natural volume, as Buffon has it in his translation of Hales. To overcome the difficulty referred to, the projector, Sig. missioners offer to the capitalists of this city, the Gonzaga of Rio de Janeiro, claims the merit, and has no objection to sell the privileged right of his of way has been mostly obtained, and that it only invention. He further announces that besides the remains for the city of New York to subscribe this agent in question he has others derived from the power of the pinion, lever of the first order, penduate commencement of work upon the line, and an luin, blocks, etc., etc., powers, these, well known in early completion of the road—and will it not be mechanics, and possibly these projects may have done? shall it be said that New York hesitates to been, in their application and combination, the same iron from this establishment has, wherever subscribe \$150,000 to a work which will secure to with which the Chinese in their last war with the it has been used, taken precedence of the her own storehouses, the business for which Boston English, were seen to keep boats in motion without best charcoal irno manufactured in this part

For the American Railroad Journal. New Anthracite Furnace.

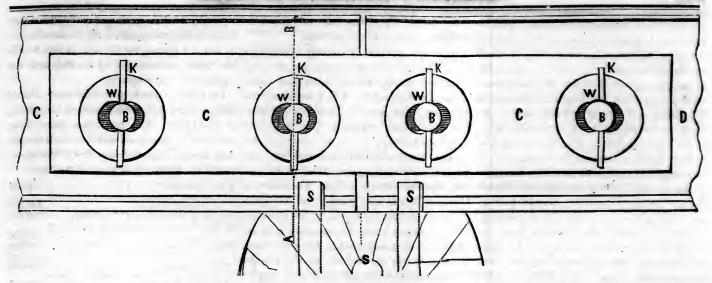
We are indebted to an estimated friend, for the following description of the new anthracite furnace recently erected by ex-governor Porter, and Michæl Burke Esq. at Harrisburg Pa. and we avail of this opportunity to express to him our thanks for his repeated favors, during a series of years past, in aid of the railroad cause. This account of the successful operation of this new furnace, will be very acceptable to all who are interested-and who is not?-either in the extension of the manufacture of iron, or in the construction of railroads, and we shall always be gratified and obliged by receiving similar accounts of other new works.

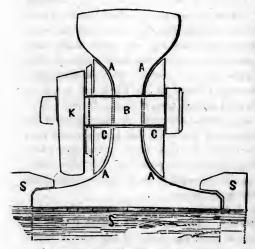
The large anthracite furnace recently erected at Harrisburg, by ex governor Porter and Michæl Burke esq., has now been in operation for more than two months, and the success of what is still considered by many as an experiment, is a source of pleasure to the friends of the iron interests, as it must be gratifying to the enterprizing proprietors

The height of the stack is about forty feet. and the diameter at the boshes, eleven feet. The blast is furnished by an engine of about sixty horse power, driving two cast iron blowing cylinders of five feet diameter and five and a half feet stroke. But one blowing cylinder is in use at present however, as this one furnishes sufficient blast for one stack, the two cylinders and the machinery being calculated to furnish blast for two stacks, as it is the intention of the proprietors to erect the second stack during the coming season. The ore and coal is lifted vertically from the ground to the top of the stack by means of a water balance, which receives its supply from a reservoir at the top of the furnace, the water being forced up into this reservoir by means of a pump worked by the engine.-The ores used in the Harrisburg furnace, are procured from Chesnut Hill, near Columbia, and from Cumberland county, about five miles from Harrisburg. These ores are mixed in about equal quantities before the charges are put in the furnace; the coal is procured from Wyoming valley.

The furnace produces at present eleven and a half tons per day, or about eighty tons per week. With the two stacks in operation, this furnace will consume about twenty thousand tons of anthracite coal per annum, and an equal amount of iron ore.

The proprietors of the Harrisburg furnace. have understood their true interest, and have paid more attention to the quality than the quantity of iron produced by their furnace.-The result has more than realized the most sanguine anticipations of their friends, as the of the state.





Section through A. B.

Weight of rail 63 lbs. per yard. Weight of clamp, bolts, keys and washers 10 lbs. Scale half size.

Improved Mode of Fastening Rails at th

We are indebted for the above drawing and the Philadelphia, Wilmington and Baltimore rail-railroad, for a similar purpose. road. This mode of fastening has been adopted to entire success. We therefore commend it to the consideration of those railroad companies, about to

OFFICE OF THE PHILADELPHIA, WIL-). MINGTON AMD BALTIMORE RAILROAD. Wilmington, August 12, 1845

For the American Railroad Journal.

Dear Sir:-Since the first introduction of railroads in England and the United States, clearly the whole arrangement, with section For the American Railroad Journal. of the great variety of chairs and fastenings (half size) of new rail as laid down and in In the Ledger of Philadelphia, of 23d devised to secure the rail together at the use. Provision is made for expansion by August, I find an article over the signature joint, and the joint to the sill or block beneath, the longitudinal " slots " in the clamps. not one has been found to give entire satis- The following was the cost of work and Reading road, and "the wear of railroad faction. The one herewith described, may materials for one joint.

share the same fate as those preceding it: but 9 lbs. of clamp iron rolled, cut and punched, as it is designed to operate in a very differ. ent manner from all others hitherto used, it boles drilled by hand, per joint 3 cents... may possibly answer a better purpose, as 1 think it will, and prove of some benefit to those laying down rails hereafter, as well as comfort to the traveller.

the wheels pass the joints. It is to be kept ority. in view that the object of this fastening, is to "splice" the rails at the joint, and thus obtical strength at the joint, as at intermediate not omit to advise you. points of the rails. This object I am satisfied can be effected—a similar plan was ed ever since, without derangement.

rails at the joint, with clamp attached, resting practical information. consideration of those railroad companies, about to relay the old, or to put down a new track. We hope to have an opportunity soon, to examine it in operation, when we will refer to it again.

Will not other gentlemen, who have the facts in their possession, communicate them for publication in the Journal? can they in any other way render operation, when we will refer to it again. loosely against the vertical side of rail, but This is precisely the period when the people in

A sectional view through A,B, exhibits our pioneer roads.

i lb. of bolts, keys, and washers 8 cents. . . . 8

The cost of iron work for clamps, will not be at this time, for each clamp and fixture, over I can say as far as tried on the new edge 45 cents, or if rails are imported ready drillrail, laid down on our road this spring ed, the cost of fastening will not exceed per it has proved most excellent-keeping the joint, 33 cents, which would make as cheap joints tight, the spikes from drawing, and al. a fastening as any now in use, of cast iron, most entirely destroying the "beat" when disregarding any question of relative superi-

I. R. T.

P. S. Should there be any failure in the tain, as far as may be possible, the same ver-working of this "clamp fastening" I will

Wear of Railroad Iron.

The following communication, in reply to Mr. adopted to lengthen out a bar for a switch Ellet's theory in relation to the destructibility of railseveral years ago, which in use has answerrefutation necessary, other than that which is in practical operation, not only on the Reading and the Experiments were also made a year or Baltimore and Ohio roads, but also on many other joints, to Isaac R. Trimble Esq., superintendant of two past, by captain Barr, of the Newcastle roads both in this country and in Europe, but for the those who desire to invest, their capital in railroad A glance at the drawing will show the stocks, we are obliged to the writer, as we shall alsome extent on that road, as we are informed, with design. C, D, exhibits a side view of the ways be to those who furnish useful and important

Will not other gentlemen, who have the facts in

snugly at the re-entering angles or curves at every part of the country are looking to the conthe joint a,a,a,a; b,b, are the bolts; k,k, the struction of railroads for increased facilities for the keys; w,w, the washers; s,s, the hook spikes.

of "Charles Ellet, Jr.," in relation to the iron." As far as his attack upon the directconcern; my object in noticing the article, is stroyed they are entirely worthless. to them the facts which I have collected.

and I feel convinced that upon a more tho- of their agents,) and the company have not rough investigation of the subject, he would as yet found it necessary to relay the track. be among the first to acknowledge his error. In other words, we find two railways in the An allowance for his attachment, or interest United States, which are subject to similar Equivalent to the gross tonnage in transif you choose, in a rival work of a different management, differing in their durability in character will readily be made by all who the ratio of 1 to 3. The cause of this diffeunderstand his position, but those who are ig- rence would require actual observation to denorant of this fact can only arrive at their fine—the difference itself might be easily acconclusions from the statements which he counted for by any engineer who is acquainhas so boldly set forth, and the obvious im- ted and familiar with the several modes of ty-five per cent. greater than the maximum pressions which they are designed to convey. construction which have been adopted by the amount allowed by Mr. Ellet, and is still in

His position with regard to the wear of railroad companies of our country. railroad iron established and not only must Liverpool and Manchester company have track, what is the use of making the road? been obliged to renew their tracks a second Are not all our railroads visionary schemes, duced from the books of the several roads, time since the completion of their road, after and their projectors doomed to receive the transporting over them an average freight of execrations of a confiding people? Altho' 500,000 tons, other companies must antici- some of our railroad companies have con- Mr. Ellet's communications. Without giv. pate the same necessity. This is the only sented to carry the article of coal at a lower ing the details, however, I will present the inference which can fairly be deduced from rate than merchandize, owing to the reduced result of my investigation into another porhis statements-whereas every person whose cost of necessary cars, and decrease in their tion of the same road, which has been longer attention has been at all directed to the con-wear and tear, it is generally believed that in use and consequently subject to greater struction of railroads, and particularly every less than 11 cents per ton per mile will not travel. civil engineer in our country, must admit pay more than a fair profit for its transportathat the liability to compression, and the dai-tion. Assuming this amount of 11 cent per tance of about ten miles, the Baltimore and ly wear of the bars from friction, is in pro- ton per mile, which is a liberal allowance, Ohio railroad is constructed of plate rail with portion to the perfection of the substructure, we find our railroad companies will be obli-common wooden substructure. Since this and the machinery or motive power of the ged to relay their tracks when they have re-rail has been in use it has sustained a trade road. This fact must certainly be known to ceived for transportation \$7,500 per mile, fully two-thirds greater than that mentioned the gentleman, and it would have been well which is less by 25 per cent. than the origi- above, or equivalent to the transportation of had he noticed it in his essay upon the sub- nal cost of any good track in the United 1,128,081 tons of coal, or more than twice

There is another omission which I cannot allow to pass unnoticed. When the rails are worn out they are thrown aside and regarded by him as worthless. The public lost. will then bear in mind that the arguments of Mr. Ellet have been based upon the follow-ject, I have collected and condensed, at no ing hypotheses:

substructure are liable to like destruction.

ors of that particular work goes, I feel no Secondly: That when said rails are so de-a portion of that road, and while the result

to correct, by figures, the misstatements which The first position is entirely overthrown ly, and at a glance, the absurdities into which the writer has made, or rather, remove the by the facts which experience on the rail-Mr. Ellet has been led by his over zeal for erroneous impression which his articles may ways both in the United States and Great a particular improvement. have left upon the public mind in relation to Britain have afforded. The Lowell railroad "the wear and tear of railroad iron." All company, Mass., and the Liverpool and Man-Ridge, about forty miles west of Baltimore, railroad companies being interested in the chester railroad company, England, have of the H rail. This track has since, for a subject, will doubtless induce you to present found it necessary to renew their rails after having borne 420,000, and 500,000 tons, It appeared strange to me at the time, that while the Philadelphia and Reading road, or ported the following amount of tonnage: a man of Mr. Ellet's experience and acknow-that portion extending from Pottstown to ledged professional ability, should have al-Reading, has already transported one and a lowed himself to creep into such mistakes; half million tons, (as shown by the statement

the stocks of all our railroads fall in the es-have reference, first appeared, I confess, in charge of this work, that since the first year timation of the public, but the money which the absence of other evidence, that I was in which the track came into service, when has been invested in many be regarded as staggered by his statements. If 500,000 tons the defective iron pealed off, but little differlost forever. One fatal error into which Mr. of coal, or the transportation of that amount ence is perceptible in the bars excepting on Ellet appears to have fallen is, that the wear over a railroad will destroy the iron and ren-the short curves. of all rails is the same, and that because the der it necessary for the company to relay the masonry. Hence the conclusion from Mr. let to render the track unfit for use. The Ellet's reasoning is irresistable, that all the identical track, however, is now passed over

In order to inform myself upon the sub-tending engineer.

is satisfactory to myself, it shows conclusive-

In 1839, a track was laid over Parr's period of six years and upwards, been in constant use, and up to May, 1845, had trans-

A net tonnage of .. Weight of cars and other articles for which

Hence we see that this track, which is constructed of the H rail, a form that has since been abandoned by our most skilful and practical engineers, has borne a tonnage thira good state of preservation. In fact I have When the article of Mr. Ellet, to which I lately been informed by the engineer in

> It is perhaps useless to pursue the subject further. The facts which I have already admust dissipate forever the absurdities into which the credulous may have been led by

From the town of Ellicott's Mills, a dis-States, without reference to graduation and the quantity considered necessary by Mr. Elmoney invested in our railroads is inevitably by the daily trains, and although considerably worn is considered safe by the superin-

The next and second position, which, if little trouble, from the reports and books of not assumed by Mr. Ellet, verbatim, is virtu-First: That all rails of whatever form and the Baltimore and Ohio railroad company, ally relied upon, is the worthlessness of the the tonnage which has been transported over rail after being compressed or rendered unfit

for present purposes. The writer has here sults of immeasurable magnitude to the in-most time will be in progress through the told the truth, but far from the whole truth. terests of the citizens of the two towns re-winter. He has told enough to prejudice the public spectively and Philadelphia, and that measures ought forthwith to be entered upon to of railroad controversy, but simply to dismind against railroads, without affording the relief which he possessed, and which a more thorough statement would conduce. He has given ninety-nine facts which appeared favorable to his position without adding the onehundredth which would overthrow them all. He has taken the iron from the track and allowed it to lay upon the ground as waste, while he substituted the new material without deducting or allowing the eighty-five per cent. which in almost all sections of the country will be given by our manufacturers.

Such is a fair review of the mode of reasoning which Mr. Ellet has resorted to. have been induced to offer it for the consideration of railroad companies and the public at large-more with a view of enabling them to arrive at fair conclusions than of exposing the sophistries of the writer with whom I have the honor to differ.

Sept. 18th 1845. R. of Delaware.

Danville and Pottsville Railroad.

We are pleased to learn that there is a growing determination to construct a railroad between these two important points .and Philadelphia."

the matter, and if the people can be made to their operations, we shall begin to think that now we trust will begin to reap the reward

drew F. Russel, secretaries of the meeting.

to give only a condensed account of the pro-through the medium of your paper, that the ceedings. A committee of seven was appoin-letting of the first division of the road, exiron region of Columbia county and the coal necessary to fit the road for the superstruc-

Several resolutions were passed, of which to completion. we think the following two will most interest our readers.

with that which we ourselves feel.

that a convention of the citizens of Philadel- at that point there need be none higher. phia, Pottsville, Reading an the north-wesadelphia and the waters of lake Erie."

Cheshire, or Keene, N. H., Railroad.

We find the following letter from Thom-20th September.

by him at the Boston railroad convention, in by the convention, after a long discussion, to country it traverses. proceed in the appointment of a committee to obtain subscriptions for the road from Fitch-

"For the information of those interested so connect the town of Danville and its great both the parties concerned; and that the gratoconnect the Atlantic coast with the fertile iron interests, with the coal fields of Schuylkill and the interests of our metropolis."

both the parties concerned; and that the gratoconnect the Atlantic coast with the fertile walley of the Mississippi.

As we have much more to say in reference

Allow me, further, to say, that the location for the present any farther remarks. of the road, beyond this place, as far as Bel-Resolved, That this meeting view the lows Falls, is nearly finished; that propo-

secure a co-operation with the Philadelphia, credit certain idle rumors which have been Reading and Pottsville railroad company, put in circulation, I will add that no part of who will doubtless experience on a just rep-our road, when completed, will be embellish-resentation of facts involved, an interest in the completion of this great work commensurate "eighty feet" grades; that only at a single point will there be any grade as high as six-Resolved, That this meeting recommend ty feet; and that it has been ascertained that

As the smoke, which has been raised by tern counties, be called to meet in the town conflicting interests, clears away, as is now of Danville, on Wednesday the 29th day of taking place, the merits of this route will October, A. D. 1845, for the purpose of con-again stand out as they originally appeared. sulting and adopting such measures as may To any one, acquainted with the country on be best calculated to secure a line of commu-the line of the road and above, and convernication by railroad between the city of Phil-sant with the course of business for the last thirty years, it is known that it lies in the very bed of a channel of business and travel, which must necessarily make it a great thoroughfare, through all coming time, for as M. Edwards Esq., the president of the the use of a considerable portion of New company, in the Bunker Hill Aurora of Hampshire and a large portion of Vermont, to say nothing of sections more remote; and It reminds us forcibly of the remarks made that it is as certain as anything in the future, that it will afford ample remuneration for September 1844—when it was determined furnish an invaluable accommodation to the

THOMAS M. EDWARDS.

Completion of the Georgia Railroad.—It The Miners, Pottsville Journal, says that "a burgh to Brattleboro, viz-that "by the is a source of unfeigned pleasure to us to anmeeting was held in Danville on Tuesday, time you are ready to run your cars from nounce that a train of passenger cars departs 9th inst. to take into consideration the best Fitchburgh by the way of Brattleboro to this morning for Atlanta, the termiuus of the means of promoting the construction of a Bellows Falls, we will be ready to run our Georgia railroad. We congratulate the stockrailroad to connect Danville with Pottsville cars between the same points by the way of important result, achieved through numerous holders, and all parties interested, upon this Keene, over an equally good route, and 27 difficulties and under circumstances, at times, We hope they will do more than to meet miles (if we recollect right,) shorter." If the during its progress, peculiarly trying. But and resolve. Now is the time to move in following is to be taken as a fair sample of they have triumphed over every obstacle, and see their true interest, the road will be built. Mr. Edward's assurances will be found cor-"Samuel R. Wood was appointed president, Alexander Montgomery, John C. Boyd, Peter Baldy, George A. Frick, Henry Brevort, Dr. William H. Magill, Eli Trego and William H. Magill, Eli Trego and William Donaldson, were appointed vice Presidents, and Edward H. Baldy and Angrey E. Russel secretaries of the meeting.

"Examuel R. Wood was appointed president, Alexander Montgomery, John C. Boyd, his operations—and will just intimate to him that, by sending early notice of their lettings to the Journal, their works may go on, both more economically and more rapidly. Try tunity to do simple and even handed justice it gentlemen.

"Examuel R. Wood was appointed president, Alexander Montgomery, John C. Boyd, his operations—and will just intimate to him that, by sending early notice of their lettings to the Journal, their works may go on, both more economically and more rapidly. Try to the president, John P. King, and the able and efficient corps of engineer's, whose ener-We regret that want of room compels us in the Cheshire railroad, I wish to say, gies have known no flagging during the pro-

We have now a railroad, not inferior to ted to draft resolutions expressing the sense tending from the state line of Massachusetts any in the Southern states, extending 172 of the meeting, who in the preamble setting to Keene, which was closed this day, was ful forth the advantages of the proposed road, ly attended by experienced and responsible in a few months be extended eighty miles say that it "will effect an union between the contractors; that all the work on the division, farther to the Oostenaula river, making an entire line ot two hundred and fifty-two miles of basin of Shamokin and Mahony; it will all ture, has been taken, at prices satisfactory to the great line of railroad which is designed

> As we have much more to say in reference to the extension of this grand work, we defer

The government has appointed Mr. Farsubject of a transit communication by railsals will soon be invited, for grading the
road between the termination of the proposed Danville railroad and the town of Pottsting is expected to take place early in Octoville, as one involving consequences and reber, so that those portions of it requiring chimneys.

TRAVELLERS' RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT. An Alphabetical list of the Distances, in English miles, of the Principal Towns from London, to which are added, those between some of the Continental Towns. List of Railroads Now Open on the Continent, and the Fares Abbeville 190 Frankfort O.M 544 Moscow 1396 Aix-la-Chapelle 330 Frieburg 739 Naples 1450 The Fares are in the Coins of each Country, and reduced into English Currency: the thalers and silbgros; g. guilders, kroutzers and cents; fr. francs and centimes. DESTINATION. FIRST CLASS. | SECOND CLASS. s. D. s. D. 4 6 2 4 Aix-la-Chapelle 1 15 Cologneth. 1 80 3 0 25 1 40 Amsterdam Utrecht g. Amsterdam Arnhem Antwerp 3 25 2 50 Brusselsfr. 0 150 16 10 Antwerp . Colognefr. 21 ... 16 .. 12 10 Antwerp 96 10 50 13 50 10 10 Antwerp 107 Munichg. Strasburgfr. Augsburg Basel 3 .. 6 0 13 95 11 2 2 12 4 10 60 8 39 86 200 6 Berlin 2 10 1 15 0 53 3 20 11 0 5 15 16 6 Berlin Leipzigth. 3 5 9 Berlin 128 Magdeburgth. 4 20 14 0 6 Berlin 18 90 2 0 Potsdamth. 20 Berlin Stettinth. 1 6 7 8 2 0 .. 15 Bonn.... 16 2 16 Oppeln....th. Hanover...th. 18 1 10 15 50 12 5 4 75 3 10 44 142 Brunswick 20 16 5 4 10 5 0 2 6 5 6 6 10 20 50 16 Colognefr. Valenciennes ...fr. Brussels Brussels 59 6 ... The direct Fares from London are at the following reduced rates. 2 .. 1 .. 2 12 Budweis Lintzg. Via ANTWERP & Via OSTEND and from COLOGNE. from COLOGNE. 1 30 3 18 Carlsruhe From Offenbourg ...g. Leipzig ...th. Magdeburg ... Elberfeld ...th. Mainz 3 8 LONDON. ROTTERDAM. Carlsruhe Dresden..... 60 2 8 1 8 3 10 Out, or Single Journey. Out, or Single Journey, Exclusive of Railroad Fares. 134 To the follow i 10 .. 25 2 18 6 Chief cabin | Fore cabin | Chief cabin | Fore cabin | £ s. D. £ s. D. £ s. D. 18 Chief cabin | Fore cabin 1 27 2 6 Mainzg. Wiesbadeng. 3 6 £ s. p. 1 18 11 £ s. D. 26 47 4 6 6 1 48 2 45 3 0. Frankfort O.M. 2 42 4 1 0 10 ******* Hague..... Hiedelberg.... Amsterdam g. 3 65 Mannheimg. Altenburgth. 1 5 4 3 8 7 .. 30 0 .. 26 2 3 30 5 .. 51 1 12 Leipzig...... Mannheim.... 8 Baden g. 5 6 2 12 3 4 30 7 4 24 7 7 . . 5 7 . . 5 Mannheim.... 52 Carlsruheg. 8647727 Kehl g. Offenbourg g. Antwerp fr. Brussels fr. Mannheim.... 6 45 11 3, 6 33 10 11 Mannheim.... 100 Ostend 9 25 77 5 Ostend 9 25 7 .. 5 15 25 12 Ostend 19 50 15 169 Aix-la-Chapelle, fr. Children under 10 years of age, half price; for dogs, half the price of fore cabin is charged; on carriages, and horses booked in London direct for the Rhine, a considerable reduction is also made. 20 75 16 2 40 1 12 60 10 Ostend Colognefr. Corbeilfr. Orleansfr. 27 ... 21 3 ... 2 15 ... 12 212 7 5 Paris 1 11 18 Paris Agents--General Steam Navigation Company. Rotterdam, W. Smith, and Mr. P. A. Brussels, W. Middleton. Van Es. Cologne, J. Simonis. Aix-la-Chapelle, J. A. Mayer. Spa, Dommartin. Antheory, C. Brequigny. Ostend, St. Amour. Gand, I. Van Aken. Rouen, Company's Office, Dieppe, D. L. Chapman. Boulogne, W. Hughes, Dellatre, Calais, A. Spiers. Hamburg, G. Delaval. 13 .. 10 .. 60 0 1 50 1 1 50 1 16 .. 12 10 .. 80 0 8 Rouenfr. 877 5 12 St. Cloud fr. 63 St. Germain fr. 1 Versaillesfr. | Parisfr. | 12 13 ... 10 2 30 5 Rouen 16 10 6 3 29 Glognitz.....g. 6 8 Vienna 120 Gratz 11 12 23 5 Vienna Ollmutzg.

PASSENGER LINES FOR THE NORTH AND WEST.

WEST.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday.

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passsage or freight apply on board, or to P. C. SCHULTZ. P. C. SCHULTZ,

Paterson Railroad. Leave
New York, 9\(\frac{1}{4}\) A.M., 12\(\frac{1}{6}\), 5\(\frac{1}{6}\) P.M.
Leave Paterson, 8, 11\(\frac{1}{4}\), A.M., 4 P.M. On Sundays, leave New York 9\(\frac{1}{4}\) A.M., 5\(\frac{1}{6}\) P.M. Leave Paterson, 8\(\frac{1}{4}\) A.M., 4\(\frac{1}{6}\) P.M. Passengers are advised to be at the ferry a few minutes before the stated hours of departure. Office 75 Courtland street.

The state of the state of

For Reading and Pottsville. By Readreg Raitroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. nesday, and Friday. This line leaves at 8 o'clock, Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

Transportation Company. — For Newark. Fare 25 cents. Leave New York at 8, 9, and 11 o'clock A.M., and 12½, 2, 3, 4½, 6½, and 8, o'clock P.M. Leave Newark at 7, 7½, 8, 9, 10½, A.M., and 1½, 4, 5½, 7½, 9½, P.M. On Sundays, leave New York at 9 A.M., and 4½ P.M. Leave New York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Elizabethtown. Fare 31½ cents. Leave New York at 9 A.M., 12½, 2, 4½, 6½, P.M. Leave Elizabethtown at 7, 7½, 8, 10½ A.M., 3½, 6½, 9½, P.M. For Rahway. Fare 31½ cents. Leave New York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Rahway at 3½, 7½, 7½, 1½, A.M., 3, 6½, 9, P.M. For New Brunswick. Fare 50 cents. Leave New York at 9 A.M., 4, 4½ P.M. Leave New Brunswick at 5½, 7½, 11, A.M., 8½, P.M. On Sundays, leave New York at 9 A.M., and 4½ P.M. Leave New Brunswick at 12 M., and 8½ P.M. Leave New Brunswick at 12 M., and 8½ P.M. Leave New Brunswick at 12 M., and 8½ P.M. Leave New Brunswick and intermediate places.

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains from Brooklyn.

Baggage crates will be in readiness, at the foot of Whitehall street, to receive harmonic properties.

the Brooklyn side.

merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

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For the Semi-Weekly Courier, for one year. 4,00
For the Weekly Courier, for one year. 2,00
JOSEPH T. BUCKINGHAM.
EBEN B. FOSTER.

PRING STEEL FOR LOCOMOTIVES,
Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of.
The establishment being large, can execute orders
with great promptitude, at reasonable prices, and the
quality warranted. Address
JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE SUB-A scribers, as Agents of Mr. George Crane, of Wales, having obtained a satent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, KETCH-um & Grosvenor, Patterson, N. J. The un-dersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns,

will gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

FOR SALE, AT A SACRIFICE - A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " "

2 8-horse
1 Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH.
Founders and Machinists,
May 121f
Alexandria, D. C.

BOSTON COURIER, DAILY, SEMIWeekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of adcipal railroads in the country, effectually prevents engines and their trains from running off the track engines and their trains from running off the track. at a switch, left wrong by accident or design.

It acts independently of the main track rails, being

laid down, or removed, without cutting or displacing

them

them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS,

Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1 in. to 2 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective. ple and economical construction, and very effective fron and Brass Castings of all descripio ns.t

O RAILROAD COMPANIES AND MANufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; caraxles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, ja45 N. E. cor. 12th and Market sts., Philad., Pa.

FROM NEW YORK. New York and Harlem Rail-

road Company. Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31

Evening, or 6 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

For Albany and Troy, direct, at 6 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Tive in Washington at 7 p.in.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

NICOLL'S PATENT SAFETY SWITCH PASSENGER LINES, SOUTH AND SOUTHWEST. SOUTHWEST.
New York and Philadelphia Rail-

road Linc—Direct. Leaves New York daily, from the foot of Liberty street. Morning Line, 9 o'clock, A.M. Mail Pilot Line, 4½ o'clock, P.M. Fare in first class cars, \$4. Second class cars, 3. Passengers will procure their tickets at the office foot of Liberty will procure their tickets at the office

foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad Line .- For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 51 o'clock A.M. Passengers will take the cars at South amboy. Fare Passengers will take the cars at South amboy. Fare to Philadelphia, 3. Forward deck passengers, 2 25. To Freehold and Monmouth, via. stages from Hightstown, 1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffts, 121 cents. The steamboat Independence will land at each of

the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

Susquehanna Line of Rail-

Susquehanna Line of Rail-road Cars and Post Coaches.

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, ur der the White Swan Hotel.

34 S. STILES, Agent.

SUMMER ARRANGEMENT-FARE REDUCED.

By the Great Southern Mail. Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a southern Mail Line, and the only one that issues a southern Mail Line, and the only one that issues as through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m. Fast Mail Line.-Leave New York at 9 a.m. and

risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule .- Leave New York at 5 0'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by sleamboat.— Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

ONG ISLAND RAILROAD .-- EVENing Line for Newport and Providence. Fare 50 cents.

Saturday, from the foot of Whitehall street, at 41 o'clock and from Brooklyn depot at 5, p.m.
On the arrival of the train at Greenport, passen-

" New 2t 39 gers will proceed immediately in the steamer Haven," direct.

POSTON AND PROVIDENCE RAIL-road, Dedham Branch Railroad, Stough-ton Branch Railroad,
Fall arrangement, to com-Fall arrangement, to com-

mence Monday, September 29, 1845.
Steamboat train for New York via Stonington, leaves Boston at 41 p.m.

Accommodation trains, leave Boston at 8 a.m. and 31 p.m. Leave Providence at 8 a.m. and 31 p.m. Fare in first class cars, \$1 25 " second " 85

" second " 85

Dedham trains, leave Boston at 9 a.m. 3 p.m., and 6 p.m. Leave Dedham at 7½ a.m., 10½ a.m.

and 41 p.m. Fare 25 cents. Stoughton trains, leave Boston at 12 m. and p.m. Leave Stoughton at 8 a.m. and 21 p.m. 4 p.m.

Fare 50 cents. W. RAYMOND LEE, Sup't. 31 ly Sept. 15, 1845.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and inter-mediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 71 o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 41, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant H. C. SEYMOUR, Superintendant.
Stages run from Middletown daily, in connection
with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,
etc.
31 ly

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeys.

fice daily, Sundays excepted, at 31 p.m. for Cockeys-ville, Parkton, Green Springs, Owings' Mills, etc. Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

and the tickets will be gotten ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

31 1v Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x i inch Flat punched Rails, Bars

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 21 x 1 inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and s20 2m ja45 cost originally \$5000.

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the
Great Western Mail leaves Bal-Great Western Mail leaves Baltimore every morning at 74 and Cumberland at 8 o'clock, passing Ellicoti's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conneting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Bost Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 51 P. M. Fare between those points \$7, and 4 cents per mile for less distan-

those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M.,

Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

\$13 1y\$

TENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.
This Road is open for the trans-

portation of Passengers and Freight. Rates of Passage, \$8 00. Freight—On weight goods generally... 50 cts. per hundred. On measurement goods 13 cts. per cubic ft. On brls. wet (except molasses

35 ly

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

BRINLEY, Manufacturer, Perth Amboy,
N. J. Guaranteed equal to any, either domestic or
foreign. Any shape or size made to order. Terms,
4 mos. from delivery of brick on board. Refer to
James P. Allaire,
Peter Cooper

Peter Cooper, Murdock, Leavirt & Co. J. Triplett & Son, Richmond, Va. J. R. Anderson, Tredegar 1ron Works, Richmond, Va.

J. Patton, Jr. J. Patton, Jr. Philadelphia, Pa. Colwell & Co. Philadelphia, Pa. J. M. L. & W. H. Scovill, Waterbury, Con.

N. E. Screw Co. Provicence, R. I.

Bagle Screw Co. Provicence, R. I.

William Parker, Supt. Bost. and Worc. R. R.

New Jersey Malleable Iron Co., Newark, N. J.

Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly.

35 1y

RAILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,

ja45

30 Wall A, N. Yerk.

OFFICE OF THE NEW YORK AND Erie Railroad Company. No. 50 Wall st. New York. September 13, 1845.

Notice is hereby given to the holders of stock of the New York and Eric Railroad company, that by the terms of the 8th section of the Act of the 14th May, 1845, it is provided that, if within 6 years from the passage of the law the company shall complete a single track from the Hudson river to lake Erie a single track from the Hudson river to lake Erie and a branch to Newburgh, in Orange county, then "the said company shall be released from all liabil"ity to pay to the state any demand which the state
"may have against them, with this exception only,
"that in case any holder or holders of the capital
"stock of said company heretofore issued and certi"fied, or purporting to be paid in full, shall not with"in six months from the passage of this act, surren"der to the company their stock certificates, and re"ceive or offer to receive therefor, for every two 'ceive or offer to receive therefor, for every two 'shares of stock heretofore issued, one share of stock to be hereafter issued, then all such stock heretofore "to be hereafter issued, then all such stock heretofore issued, and not so surrendered, shall not be subject to the provisions of this law; but the state shall re"tain the right to claim upon such outstanding stock, and the said company shall pay into the treasury of
"the state, upon the order of the comproller, any and
"all dividends upon such outstanding stock, and the
"comptroller shall apply the same to the credit of
"said company, until the state shall receive in such
"dividends, so much of their said debt of three mill"ions of dollars and the interest thereon as would be "ions of dollars and the interest thereon, as would be
"the proportion of such outstanding stockholders to
"pay, provided the whole debt of three millions of
"dollars and interest thereon were collected ratably
"from all the stock of said company now outstand-"ing."

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec"retary of said company, within thirty days after the
"expiration of the six months mentioned in the last preceding section, to file with the comptroller of the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provis"ions of the last preceding section; and whenever
"any dividend upon the stock of the said company
"shall be made, it shall be the duty of the board of
"directors to notify the comptroller of such dividend,
"and upon payment of the dividend aforesaid into "the treasury, the comptroller shall furnish to said "company a receipt for the portion of such dividend belonging to any stock not surrendered and ex"changed in pursuance of the last preceding section of this act, and said company shall surrender to
"the holders of such stock the receipt of said comp"troller in lieu of said dividends."

Ingion daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. who neglect to avail themselves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all possible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors.

398t

T. S. Baown, Acting secretary.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets innears.
solidity for years.
For sale in lots to suit purchasers, in tight paperad harrels, by JOHN W. LAWRENCE,

Orders for the above will be received as promptly attended to at this office.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 41.]

THURSDAY, OCTOBER 9, 1845.

[WHOLE No. 484, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATE	s o	F.	A D	VE	RTI	SI	NG	
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One page, sin	gle in	sertic	m				8	0
One columnn		66					3	00
One square	"	**						00
Professional r	otices	per	annu	m			5	00
-	_	-	_	_			_	_

NORWICH AND WORCESTER RAIL-Road. On and after May 22, 1845, Trains will leave as follows, viz:—

will leave as follows, viz:—
Accommodation Trains, daily,
except Sunday. Leave Norwich, at 6 a.m., and 41 p.m.
The morning train from Norwich, and the
morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and
Springfield railpages

Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Norwich and New York, at 54 p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 74 a.m., daily, except Sunday, and arrives in Norwich at 94.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

22 Iv EMERSON FOOTE. Sun't

EMERSON FOOTE, Sup't.

AWRENCE'S ROSENDALE HYDRA-▲ ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in colidirate to the control of the control of the color of the solidity for years.

For sale in lots to suit purchasers, in tight paper-barrels, by JOHN W. LAWRENCE, 142 Front street, New York. ed barrels, by

promptly attended to at this office.

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of carsfrom Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, un-til the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

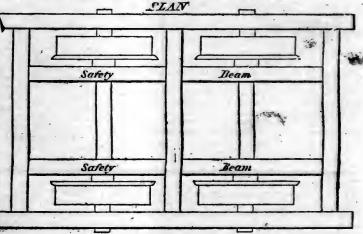
JOHN FRAZER, Agent,

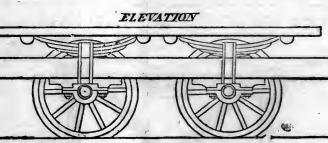
GEORGE CRAIG, Superintendant,

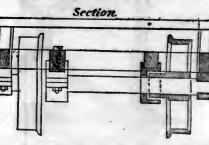
M. L. ASHMEAD, Agent.

W. L. ASHMEAD, Agent.

M. L. ASHMEAD, Agent.







PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

DATENT RAILROAD, SHIP AND THE SHIP

adelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT
Spikes. The Troy Iron and Nail Factory keeps
constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.
HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron mer-chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jan-viers, Baltimore; Degrand & Smith, Boston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand, ja45

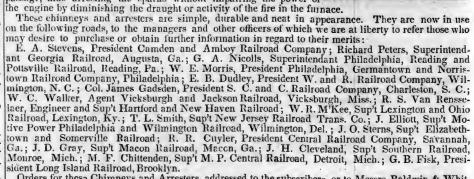
FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no an-

These Artisets are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openions are not in the sparks and they fall by the interest. through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of

the engine by diminishing the draught or activity of the fire in the furnace.



Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitey, of this city, will be promptly executed.

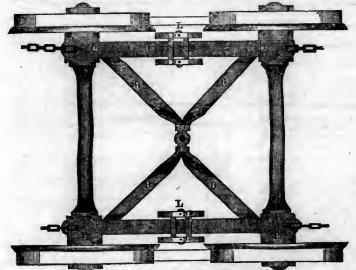
N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonalle terms.

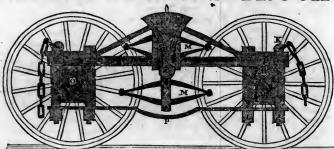
The letters in the ferrors refer to the article given in the Legal of Legal (1944).

** The letters in the figures refer to the article given in the Journal of June, 1844.

BENTLEY'S PATENT TUBULAR STFAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on out Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Paten Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

DAVENPORT & BRIDGES' PATENT





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight ears, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in

than any other Truck heretolore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, B, as seen in the drawing, and the other peculiarities of construction, made for inside or outside bearing, the weight is equalized upon all the wheels, and yet any one car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired.

These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them.

CAMBRIDGEPORT, April I, 1845.

DAVENPORT & BRIDGES.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia.
THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, .. President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS. etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.

—respectfully offers to dispose of Company, State
Rights, etc., under the privileges of letters patent to
Railroad Componies, Iron Founders, and others in-THE NEWCASTLE MANUFACTURING Company continue to fornish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron eastings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders.

W. Mc. C. CUSHMAN, Civil Engineer, Albany, N. Y.

Albany, N. Y.

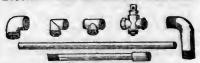
Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, 7s, 1s, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
archouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON. — THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG

President. TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bifuminous Coal and Iron Orc, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts, druns, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x454 feet two stories high, with a shed part 45½x20 feet, containing a large air furnace curds crane and

containing a large air furnace, cupola, crane and corn oven.

Store house-a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 51x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto?

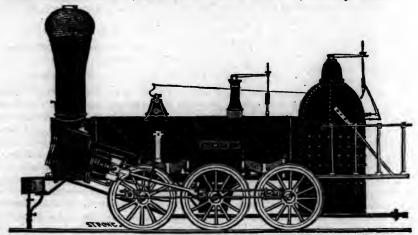
ries.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Finiadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

NORRIS, LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 66 66 14 56 " 22 " 3 . . 141 \times 20 × 20 66 4, $12\frac{1}{2}$ 66 " 66 66 66 66 660 66 " \times 20 5, 113 66 " " 66 66 \times 18 6, 101

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels Finadelphia. for the Trucks of Locomotives, Tenders and Cars. NORRIS, BROTHERS.

Railway Speed Unparalleled.

We announced in a previous number the extraordinary performance of the private express of the applause. London Times, from Sunderland to London, 303 miles in 7 hours 30 minutes running time, with the news of the election of Mr. Hudson. This was considered the greatest performance on record. The gentlemen who performed this feat, left Bishop-Wearmouth at 17 minutes past 4 o'clock p.m. and arrived at the Times office in London, 307 miles, at 25 minutes past 1 a.m., 9 hours and 8 minutes; of which 4 miles or 28 minutes, was in coaches; 1 hour and 10 minutes lost at the twelve stopping places; and 7 hours and 30 minutes in accomplishing the 303 miles in the railway cars. The election news was put in type, the paper worked off and the same gentlemen left the Times office on their return at 2 o'clock and 50 minutes, the eastern station at 3 hours 5 minutes and were again back at Sunderland with the Times containing the result of the election at 10 hours 57 minutes a.m.; having performed the past four they were seated in the special train, distance, 614 miles in 18 hours and 40 minutes, including 8 miles by coaches, twenty-four stoppages and I hour and 25 minutes at the Times office in London; or at the rate of 41 miles per hour, for 15 entered the station yard at Darlington, where hours running time.

The distance to London was performed within 5 minutes of the time fixed and would have been done 10 minutes within the time, but for delays on the London and Birmingham road, in consequence of the special train at Darlington, and accompation the special train at Darlington, and accompation the special train at Darlington, and accompation to the Times office, fell, and the shafts of the old fashioned engines. This may be considered the special train at Darlington, and accompation to the Times office, fell, and the shafts of the old fashioned engines. This may be considered quite rapid enough for all practical purposes and o'clock, having performed the journey from lay of about three minutes, which ought to business operations, yet we shall soon be able, both Darlington, a distance of forty-five miles, in be deducted from the above, and that would in Europe and this country to communicate intelligence at several hundred times this speed—by the line the speed was incredible, the train at one hours and twenty-seven minutes.

The following account from the Railway Express will give a better idea of this wonderful performance than anything we can say.

The result of the polling for the Sunderland election, which took place on Thursday last, was published in the Times exclusively that office by a special messenger, who travmiles, in about eight hours. The express returned to Sunderland with a large number of the Times containing the intelligence, and arrived there shortly after ten o'clock in the morning, while the proceedings connected with the official declaration of the poll were

The entire credit of organizing these ginot deemed advisable to proceed at any rate gantic railway operations is due to Mr. Jas. approaching that velocity. This will ac-Allport, manager of the Newcastle and Dar-count for the length of time occupied on the lington Junction railway, whose intentions whole, though on different parts of the road were ably seconded by the various gentlemen the speed was almost incredible. It is also attached to the railway establishments whose proper to state that much time was lost beservices were brought into requisition. The tween Rugby and London, on the London special train reached Sunderland before the and Birmingham line, from the inefficiency termination of the preceedings connected of the engine power, and the faulty arrangewith the official declaration of the poll, and ments made in the absence of the chief superwhile the voice of the returning officer an- intendent of the line. The train would have nouncing the result was yet resounding from arrived in London much earlier than it did the hustings, to the manifest astonishment of had the London and Birmingham railway his worship and the gentlemen by whom he been able to advance it at the same rate as on was surrounded, a copy of the Times, pub- the lines from Sunderland to Rugby, all of lished that same morning in London, up-which are under, and do infinite credit to the wards of 300 miles from the scene of action, management of Mr. Hudson. Additional parwas placed in his hands, and other copies ticulars will be found in the following time were distributed among the vast assemblage, table:

whose feelings, thus excited to the highest pitch, burst forth in one universal shout of

A circumstance in all respects so extraordinary requires that this general account should be completed by minute details of the achievement. In the vicinity of Mr. Hudson's committee-room, in Bishop-Wearmouth, a carriage was in readiness to convey the travellers to the railway station of the Branding Junction. now incorporated with the Newcastle and Darlington railway, in Monk-Wearmouth; and exactly at seventeen minutes past four o'clock Mr. Allport, accompanied by Mr. Lockie, of the Newcastle Journal, who reported the proceedings for the Times, took his seat in the vehicle, and drove off amidst the cheers of those assembled to witness the departure. At twenty-four minutes to which a powerful engine was attatched and in one hour-that is to say, at twenty-four minutes past five o'clock—the special train the engine was detached, and another belonging to the great North of England railway company substituted. Messrs. N. Plues and In Union-street, Blackfriars, the horse attachtime proceeding at the rate of a mile in fortyperformed in little more than four hours !--From various causes, however, that was impossible, as from the nature of the curves and formance of the journey from Sunderland. gradients on some parts of the way, it was

		M.	Delay.
Bishopwearmouth	4	17	
Monkwearmouth			
railway station	4	24	M,
Durham	4	52	For water 2
Darlington	5	24	Fresh engine 6
York	6	22	Freshengine & change
			of carriage 2
Normanton	6	29	Change of engine 3
Masborough		34	Ditto 4
Chesterfield		2	2
Derby	-	37	2
Leicester		39	Delay and detention
Lietecster		00	caused by the quar-
			ter to eight o'clock
			train in advance 15
Dughy	10	6	Change of engine 13
	11	4	
Primrose-hill		50	11
Euston-square		2	3
The Times office	1	25	
	_	_	
Total time	9	8	Total delay70
			н. м.
			cupied in travelling
from the con	nn	nitte	room to the Times
office			9 8
Deduct for dela	ys		
77			5 DOM 13 P. 50
			nce of 307 miles 7 58
Deduct coachin	g		0 28

Railway travelling 303 miles..... 7 30 E. Oxley, directors of the company joined ed to one of the coaches in which the party

The party left the Times office at 10 mineight seconds, or at the astonishing velocity utes to three o'clock, and at 5 minutes past 3 of seventy-five miles an hour! When prothe special train quitted the Euston-square ceeding at this astonishing rate the motion of station for Sunderland, where the party arivthe train was scarcely perceptible, there ed at 57 minutes past 10 o'clock, the distribeing none of that rocking motion of the car- bution of the Times having, in that short inriages observable on broad guage lines, when terval, been effected over nearly the whole going at a much slower rate of speed.— of England. This extraordinary feat is altoon Friday morning, having been conveyed to that office by a special messenger, who tray. The operation of writing was performed with gether without a parallel. And it is a reelled the entire distance, upwards of 303 ease under these circumstances, and not the markable fact, equally creditable to the saslightest apprehension of danger was felt by gacity of Mr. Allport, as to the efficiency of any of the party. Had it been possible to the various railway establishments between maintain this speed throughout, the journey Newcastle and London, that, with one exfrom Sunderland to London might have been ception only, above noticed, there was not a deviation of more than five minutes from the times previously calculated upon for the per-

> On the special train reaching York from Sunderland, the monster bell of York Minster was rung for the first time in honor of Mr. Hudson's election. The tone of the great St. Peter was heard for many miles round the ancient city, which was on this occasion a scene of universal rejoicing.

> The official declaration of the poll took place on Friday morning at the hustings in front of the Exchange, in High-street. A large crowd assembled to witness the proceedings, but the greatest order prevailed. The return was declared as follows:

Majority for Mr. Hudson 128 In returning thanks Mr. Hudson said, " Here is the Times newspaper of this mornling just put into my hands. Here, gentlecial engine was despatched yesterday after-some days. noon at half-past four o'clock, with the result and of which you ought to be proud." The and fixtures are complete throughout. Mayor also referred to the astonishing achievenot think could have been done. It was unparalleled, and might never occur again in their lifetime. Indeed, it was a thing to be remembered and talked about as long as they lived. It demonstrated the immense public advantages of the railway system.

NEW FURNACE AT READING PENNSYLVANIA .-We take the following notice of the new furnace of Dr. ECKERT, from the Reading Journal of 30th August. It should have been inserted at an earlier day, that our readers may be apprised of the progress made in the manufacture of iron in this country.-It is becoming daily more and more important that the manufacture should be extended as widely as possible, as it is evident to us, from the present indications in Europe, that we must rely mainly up on ourselves for a supply of iron to construct our railroadsduring the next ten years. The demand in England will be nearly equal to its ability to supply-therefore we must make renewed efforts to supply ourselves-which we may, and shall do, if our capitalists will make themselves acquainted with the subject. A wider field or richer harvest is scareely to be found in this country for enterprize and capital, than the manufacture of iron.

We were in error last week in stating that the new furnace had commenced operations. It was 'blown in' on Tuesday last .-During the day and evening, and every day and evening since, it was visited by hundreds of our citizens, all of whom seem to take a peculiar pride and pleasure in this establishof the hands in starting a new enterprize of this kind. The proportions of coal, ore and limestone were not properly filled in, and fears were entertained on Wednesday that the furnace would be clogged or "chilled," as it is technically termed. The timely arrival of Mr. Perry-a gentleman of much ex-been invented by Mr. S. J. Gold, an engineer perience in the anthracite iron business, en- of this city, which, if the results obtained gaged by the proprietors to start the concern with a working model are a fair basis for process overcome. At this writing, (Friday air might be attained by the application of morning) the furnace may be said to be successfully blown in—although as is usual upon propeller has, it is claimed, a vast advantage avoidably omitted, in consequence of the amount of starting a new concern, no iron of any conserver the paddle, inasmuch as it runs through other matter previously in hand.

ment which had been effected by Mr. All-nace must be a proud era in the life of Dr. wheel has no centre, so far as resistance port. He said, that gentlemen and his own George N. Eckert, one of the proprietors, is concerned, and moves under the direct inson, accompanied by a special messenger for under whose superintendence it was built.—fluence of the whole power applied; or in the Times, went away yesterday from Sun- We have seen him week after week, and other words the entire power applied, or very derland, shortly after the termination of the month after month laboring assiduously in nearly so, is expressed in the velocity obtained, poll, and they had returned with this sheet urging forward the work. In rain and in Mr. Gold's propellers are affixed to the beacon of the prosperity of Reading to her ets in the ordinary paddle wheel. own citizens and all the country adjacent—
he should feel a peculiar pride and pleasure at the result of his labors. No wonder that curing for themselves and families an honor- has not yet been used. able independence. No wonder then that We publish below the result of the last exwe should feel an interest in the success of the periment : agents who have brought about this great

Co., of this borough and performs its work equal. The extreme length of the boat is 20 with clock-work precision. The attempt made some weeks since at Harrisburg to injure the well earned reputation of these gen
In a test by a certain power over equal ment. At first we understand, some difficul-

> nace, its further operation and capacity, in a 2d. week or two, or as soon as it shall have been 3d.

A New Propeller .- A spiral cut wheel has -however, soon set matters to rights. The calculation, seems destined to supersede every furnace was vigorously worked, and by other description of propeller used in steam Thursday evening the clogs cinder and "nig-navigation; indeed it would appear that any ger heads" were removed, and the chilling speed compatible with the resistance of the

men, you see the march of intellect. A spe-quence or of a good quality can be made for the water without lifting it, and is not retarded by that resistance of the fluid to the blow of We have no doubt this will prove one of the bucket which, becoming greater with the of the polling, and it has returned this morn-the most successfull iron establishments in the increase of speed, is a serious obstacle to the ing, bringing with it the account of the pro-ceedings. See the march of opinion. This advantages pre-eminent. No pains or ex-triumph of steam is very much owing to the pense has been spared by the Messrs. Eck-its modifications Mr. Gold claims for his cut talent which belongs to this neighborhood, ert, in its construction, and its arrangements wheel this advantage; that whereas half the power expended upon the former is necessary The successful blowing in of this new fur- to overcome the resistance of the centre, his

Mr. Gold's propellers are affixed to the (holding up in his hand a copy of the Times storm he was there, and when the hot broil-boat, one on each side, in the same situation containing the result of the poll,) and several ing sun poured its fiercest rays upon the as the paddles, their axes like those of the others, which have been distributed in this burning earth, he was on the ground, encourpaddles, being parallel with the horizon, but town, as well as in the principal towns in the aging the men and directing and superintenunlike them being also parallel with the sides kingdom. It was a feat, he must say, he did ding the work. No wonder then that now of the boat. The inner angle of the spiral when the thing is done—when the bright curve is about 45 degrees, and the divisions flame flares merrily up from its prison house, between the threads of the screw, if we may lighting up the Neversink and serving as a so call them, answer to the number of buck-

our citizens should feel interested and rejoice to show him why he cannot obtain the same at his success, and that crowds should night-ly assemble to look npon this noble achieve-model. He courts investigation, and will be ment of human power, science and industry. pleased to afford engineers and other scientif-The resources of our borough are now being ic men every facility for examining the wheel, developed. The iron ore from our hills, is and testing its capacity. It is either an innow turned to account. We see it trundled vention of incalculable value or it is worth into the fire-pit and turned into iron-iron nothing; and he is anxious that every feasimore precious than gold for all the practical ble objection, if any such can be urged against purposes of life—before our eyes. We see it, should be brought forward. The motive numbers of our citizens provided with a new power applied by Mr. Gold in his model is field of usefullness and a new means of pro-simply that of weights and pulleys. Steam

Experiment of test between two wheels-One, the common paddle wheel; the other a The engine and machinery is a noble evi-spiral cut wheel—the boat used in both being dence of the skill of our Reading mechanics. the same—the wheels of equal diameter, and It was built by Messrs. Dotterer, Taylor and the square of the buckets equal—the dips also

tlemen, is here strikingly belied. All works centres the result was as follows-each powsmoothly and beautifully, and we believe er being applied to the bucket of each wheel

Paddle Wheel. We shall have more to say about this fur- 1st. Power, 2 lbs. 55 seconds. 200 feet run. 4 " 47 66 6 " 43 25 33 Cut Wheel--(Power applied as above.) 2 lbs. 45 seconds. 200 feet run. 2d. 4 " 35 66 66 6 " 28 3d. Ratio of speed gained by the Cut Wheel, over the common Paddle. As follows: With 2 lbs. 221 per cent. 4 " 341 66 « 6 « 531 " 10 " near 100

					OAD SHAR							
	ind R.	be raised	mortgage.	5 . I	pounds for six months as stated in latest ballance sheets. Total earnings, in pounds, for six months as stated in latest ballance sheets.	Dividend at last meeting.	1:1 {	NEW	RAILW		ED	Share Capital.
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LlanellyLondon and Birmingham	2021 6.8	$200,000 - 4 \\ 874,976 + 92$	$\begin{array}{c c} 4,000 & 2 \\ 8.845 & 6.6 \end{array}$	14,005	6,413 456,997	5 0 0 10 0	100 245		n and Y			500,00
London and Blackwall	31 8	804,000 26	6,000 1,7	68,851	5,978 23,870	0 3 0 1 10 0	16 10 5	Lynn	and Ely.			200,00
London and Brighton			5,000 2,6	37,753	30,490 130,156 7,583 10,545		50 77 6 14 23 6		hester, B			300,00
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NAME OF COMPANY. Num. of An shares. sh		paid. per an							paru.	per aun.	price.	
Anglo Mexican Mint 10,000 1	0 1	10	4.7	Post	Loughborou	gh	701	1424	1424	70	1140	price.
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		Length		-	18	43.	D CANA	4. (The S	State Car	nalsa	re all 4 feet	deep, and th	e locks as
	STATE WORKS.	in miles.	-			Expend.	Income.	Expen	13 to 17	feet wi	de, an	id 80 to 90 f	eet in length	
	lack river canalayuga and Seneca	35 21		1,967 7,000	16.55	10,953	94.615	14 449					the canal fu not includ	
2010	hamplain canal			1,664	102,308								esee valley	
4 C	hemung	23		1,600		14.486	14.385	12,740	Black	river ca	anals	require	large sums	for the
5 C	henango	97		0,000	16,193		22,179	15.960	comple	ction, th	e int	erest of w	hich additi	onal sw
6 GC	rooked lake	8		6,777	461		1,498	3,951	is muc	h great	er th	an the esti	imated gros	s incom
7 E	rie-enlargement of	363			,880,316				of thes	se cana	ls w	hen finish	ned. The	sums r
8 G	enessee valley	120	1	,000 .	10.000	12 010							canals are	
1 0 0 0	2 miles opened, cost \$1,500,000	6	5.	0.000	225	13,819 2,239	621	1 636	finishe	10 25000 2 25 55	2 000	making	their total c 09,000; an	ost whe
1001	swego			5,437		22,742	56,165	28,599	ture in	curred	on e	stimated i	ncomes (ad	mitted t
a. 12 Be	eaver division canal	25					7,381	5,386	be libe	ral.) of	\$39	000 and £	14,000 resp	ectivel
1 13 De	elaware canal	60					109,278	22,870		.,			e works of	
	rench creek								vania	for 184	3 w	ere \$1,019	9,401; for 1	844 \$1
	eneca river towing path				• • • • • • •				164,32	6, and t	he co	ost about 3	30 millions.	
1000	olumbia railroad		4,20	1,969			170 701	205,067	The	reccipt			e as follow	
T & CH	astern division						179,781	100,310	Canal	tolis,			-	578,4
	ortage railroad		1 80	RAGI			351,102	248.943	Kaiiro	ad tolls e power	8,	•		252,8 319,5
	Vestern division canal.		1,00	, 101	• • • • • • •		001,100	210,010	Truck	e power	9	•		13,47
1 21 N	orth branch Susquehannah canal	73 5		1			101 040	z= c99	P 2 .	1 MEOF	999	is from 1	18 miles of	railma
4 20 W	Vest " " "	70 }			• • • • • • •		101,949	31,033	and Si	578 404	from	550 mile	s of canal.	1 CLILLOW
io 23 H	locking canal	56		5,130			5,286							ov a no
21 M	Iiami canal	85		0,742		38,826	77,844	22,341	perty 1	ax of 5	a mi	ills on the	dollar. T	here a
	liami extension	105		5,636										
26 M	liami northern division	35		2,000	23,16			15 007	1843	2471 62	3 an	d in 184	4 \$515 393	the co
101 11	luskingum			7,318		123,398								
140 U	Vabash			3,310	35,929		49,589							
30 W	Valhonding			7,269	838	39,005		1 . 000	naser	THE PERSON NAMED IN	2 9	Pauer Inc	rease miron	gnout t
31 W	Vestern road	31		5,015	7,25				counti	y than	ever	perore kn	lown.	
d. 32 St	undry works												ndry works	yield
33 M	laume canal		1							e whate			ds above 6	DOT 005
1. 31 St	undry works						011 170	90.400	and is	the on	ly St	ate work	the Erie	canal e
CH 35 C	entral railroadouthern railroad	110		2,308	149,98	75,960	60 311	70,000	center	-whice	h is	able to sta	and alone.	Charles C
~~~	outhern ramoau	~~	~~~	6,295	~~~	~~~	·	~~~	~~~	Value	$\sim$	~~~		~~~
	ICANALS.	Length	Cos	t.	Incon	ie. p	er Inc	814. come.	Div.	cf		R	EMARKS	
Di		miles.			Gross.			Nett.		stned.				
BI	lackstone	05	400											
	ald Eagle Navigation		1 000	0000							W	e may, pe	erhaps, at so	me futu
CI	eaver and Sandy, (part)	• • • • • • •							1 1		time	be enable	d to give th	e partie
CI	harleston, (S. C.)hesapeake and Ohio	184	12.376	1470	47 637						lars .	of all thes	se canals.	
Ce	onestota	12	300	0000							1 4	ie Unesau	canc and o	hio car
De	elaware and Chesapcake	13	1							200	is no	ot yet con	mpleted to	the co
Sc	huvlkill	108	3,500	00002	79 795 1	02.221	190.693	3 120.624			mine	s, hence i	ts triffing in	schu
Fa	armington										l I	ie ellidige	been comm	enced
	mes river and Kenhawa					• • • • • • • • • • • • • • • • • • • •								
	liddlesex		200								for o	ne millior	canal was	-fourth
1 20	ort Depositelaware and Raritan	10	0 000	0000	00 609	52 207	131,49	84 45			of its	s cost.	,	
	outhwark		300	0000			1							
T	ide Water	45	2 900	0.000					+					
	nion		2.000	0,000										
1 1	orris	101		,000						261				
Di	ismal Swamp										l			
~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Length	~~	~~	٠٠٠٠٠	Size of lo	cks.	. Width	ot canal	·	II.	Expended	Incom	1e.[1
	ECANADIAN CANALS.	in miles.	locks.	in feet.	Length	of Width.	cks. Depth on mitre sill	Bottom.	Surface	Estime	ate.	to Sept. 1843.	1843.	1844.5
The	Welland canal	-			feet.	feet.	feet.	feet.	feet.	3,948,	572 2	,485,572	64,658	
	ink from Port Colborne to Port Dalhousi	28	31	328	150	26 1-9	8 1-2	45	81				1	
main iru			1	6	150	26 1-9	2 8 1-2	35	71					
	branch to Dunville. (not adde	11921			200		9 .	45	85					
unction	branch to Dunville not adde			6		1.			1		- 1			
unction Broad cre	eek branch to Port Maitland below.			6	_	T								
unction Broad cre The	eek branch to Port Maitland below. St. Lawrence canal	1 1-2			200	45	9	50	90					
unction Broad cre The Falons a	eek branch to Port Maitland below. St. Lawrence canal	1 1-2	$-\frac{1}{2}$	7	200		9 9	50 50	90	672,	49 8	973		
unction Broad cre The Balops a Rapid Pl Parren's	eek branch to Port Maitland below. St. Lawrence canal	1 1-2 2 4			2 200	45	9	50 50	90					
unction Broad cre The Falops a Capid Pl Farren's rnwall,	eek branch to Port Maitland below. St. Lawrence canal	2 4 3-4 11 1-2	2 2 2 1 7	7 11 1-1 3 1-48	2 200 2 200 200	45 45 55	9 9	50 50 100	90 90 150					
unction Broad created and the Falops a Rapid Pl Farren's rnwall, jauharno	eek branch to Port Maitland below. St. Lawrence canal	1 1-2 2 4 . 3-4 . 11 1-2 d 11 1-4	-1 2 2 1 7 9	7 11 1-1 3 1-48 82 1-1	2 200 2 200 200 2 200	45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190,	372 087	1,665,663 275,426	99 989	
The Talops a Rapid Plarren's rnwall, judarno, define, definite, de	eek branch to Port Maitland below. St. Lawrence canal und Port Cardinal lat point passing the Long Sault rapids is, do. Coteau, Cedars and Cascades roa o. Lachine rapids	1 1-2 2 4 . 3-4 . 11 1-2 d 11 1-4 . 8 1-2	-1 2 2 1 7 9	7 11 1-1 3 1-48	2 200 2 200 200 2 200	45 45 55 45	9 9	50 50 100	90 90 150	865, 1,190, old ca	372 087 nai	1,665,663 275,426 400,000	29,288	
The Talops a Lapid Plarren's rawall, juharnochine, dergemen	eek branch to Port Maitland below. St. Lawrence canal Ind Port Cardinal point passing the Long Sault rapids is, do. Coteau, Cedars and Cascades roa o. Lachine rapids it of do	1 1-2 2 4 . 3-4 .11 1-2 d 11 1-4 . 8 1-2	2 2 2 1 7 9 5	7 11 1- 3 1- 48 82 1- 44 1-	2 200 2 200 200 2 200	45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190,	372 087 nai	1,665,663 275,426	29,288	
The Falops a Lapid Pl Farren's rnwall, patharnochine, de urgemen	eek branch to Port Maitland below. St. Lawrence canal	1 1-2 2 4 . 3-4 .11 1-2 d 11 1-4 . 8 1-2	2 2 2 1 7 9 5	7 11 1-1 3 1-48 82 1-1	2 200 2 200 200 2 200	45 45 55 45 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190, old ca 1,001,	,372 ,087 na! ,333	1,665,663 275,426 400,000	29,288	
The Galops a Rapid Pl Farren's rnwall, patharnochine, deargement	eek branch to Port Maitland below. St. Lawrence canal Ind Port Cardinal point passing the Long Sault rapids is, do. Coteau, Cedars and Cascades roa o. Lachine rapids it of do	1 1-2 2 4 . 3-4 .11 1-2 d 11 1-4 . 8 1-2 	2 2 1 7 9 5 	7 11 1- 3 1- 48 82 1- 44 1- 525	2 200 2 200 200 2 200 2 200 2 200	45 45 55 45 45 24	9 9 9 9	50 50 100 80 80 80	90 90 150 120 120 60	865, 1,190, old ca 1,001, 200,	372 087 nal 333 000	1,665,663 275,426 400,000 61,439 440,000	1,409	~~~
The Falops a Rapid Pl Farren's rnwall, juharnochine, de recent Total	eek branch to Port Maitland below. St. Lawrence canal	1 1-2 2 4 11 1-2 d 11 1-4 . 8 1-2 . 12 . 66	1 2 2 1 7 9 5	7 11 1- 3 1- 48 82 1- 44 1- 525	2 200 2 200 2 200 2 200 2 200 2 200	45 45 55 45 45 24 21 1843. Income.	9 9 9 9 9 9 9 1 Div. Div. per	50 50 100 80 80	90 90 150 120 120 60	865, 1,190, old ca 1,001, 200,	372 087 nal 333	1,665,663 275,426 400,000 61,439 440,000		~~~ ₁
unction The Falops a Rapid Pl Farren's Farren's Fautharno chine, du trgemen Tota ambly	eek branch to Port Maitland below. St. Lawrence canal	1 1-2 2 4 . 3-4 . 11 1-2 d 11 1-4 . 8 1-2 	1 2 2 1 7 9 5	7 11 1- 3 1- 48 82 1- 44 1- 525 74 Cost	2 200 2 200 2 200 2 200 2 200 1 120 . 120	45 45 55 45 45 45 24 1843. Income. oss. Ne 9,203	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120 60	865, 1,190, old ca 1,001, 200,	372 087 nal 333 000 Valu of stock	1,665,663 275,426 400,000 61,439 440,000	1,409	~~~~ <u>,</u>
The Falops a Rapid Pl Farren's rawall, jauharno chine, dargemen Tota ambly	eek branch to Port Maitland below. St. Lawrence canal und Port Cardinal lat point passing the Long Sault rapids is, do. Coteau, Cedars and Cascades roa o. Lachine rapids t of do al from lake Erie to the sea COAL COMPANIES.	1 1-2 2 4 3-4 11 1-2 d 11 1-4 8 1-2 	1 2 2 1 7 9 5	7 11 1- 3 1- 48 82 1- 44 1- 525 74 Cost	2 200 2 200 200 2 200 2 200 2 200 120	45 45 55 45 45 45 24 1843. Income. oss. Ne 9,203	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120 60	865, 1,190, old ca 1,001, 200,	372 087 nal 333 000 Valu	1,665,663 275,426 400,000 61,439 440,000	1,409	S. 1

-		Ler	ngth	AMI	Loans	Number			843.	Div.	. 15	344.	Div.	Previ-	SAL Week	
	RAILROADS.	i	in	Cost.	and	of	on	Inc	ome.	per	Inc	ome.	per	ous	Sep Last	t, 15.
			les.		debts.	shares.	har		Nett.	cent	Gross.	Nett.	cent			
le.	1 Portland, Saco and Portsmouth				0			. 89,99	47,166	7	131,404	62,172		1011		
H.	2 Concord				0								12	65	4	
95.	3 Boston and Maine	56		1,485,46				. 178,745	68,499	6	233,101	86,401	6	111		
	4 Boston and Maine extension	17	7 1-4	455,70	unfin.	1										
	5 Boston and Lowell	26	;	1,863,746	6			. 277.315	144,000	8	316.909	147,615	8	1118		. 11
	6 Boston and Providence	41			none.	18,60	100		110,823			156,109		1111		
-1	7 Boston and Worcester	44		2 914 078	3	10,00	1-00		162,000			195,163		1161		
		1 -		050 000	not state	1							1 13	1108		
	8 Berkshire.	41	ı		not state				17,500			12.00		80		
	9 Charlestown branch	123	• • • •							13		13,971				
- 12	0 Eastern	54			l				140,595	6		227,920		1071		
	1 Fitchburg	50		1,150,000	djustopn'e	1					42,759			119		
1	2 Nashua and Lowell	14	1-2	380,000	0			. 84.079		8	94,588	34,944	10	126		
	3 New Bedford and Taunton)	430,969	2		1	50.671	24,000	6	64,998	24,000	6	102		
	4 Northampton and Springfield			172,88								, , , , , ,				
	5 Norwich and Worcester	60		2,290,000				169 336	24,871		230,674	99,464	3	67		. 6
- 1	6 Old Colony			87,820		10,000								105		
	7 Stoughton branch			63,075									1	100	1	
	Astoughton branch	4	1						200000		00.000			1200 -		
	8 Taunton branch	11		250,000					20,000	8	96,687	20,000	8	120	1	
	9 Vermont and Massachusetts												1			
2	West Stockbridge	3		41,516	200		100						4			
2	Western, (117 miles in Mass.,)	156		7.686.202	4,686,209	30.000		573.882	284.432		753,753	439.679	3	981	i	, 9
9	Worcester branch to Milbury			8,431	506											
6	3 Housatonic, (10 months,)	74		1,244,123		1					150,000			26		3
2 6	Hartford and New Haven	38		1,100,000		10.000	in						C	93	1	
						10,000							0	30		1
-	Hartford and Springfield		1-2									PO 0		00		1.0
_ 2	6 Stonington, (year ending 1st Sept.,)	48		2,600,000		13,000	100	113,889			154,724	79,845		29		. 3
	Attica and Buffalo	31		336,211				45,896			73,248	48,033				
2	8 Auburn and Rochester	78		1,796,342	200,000	14,000	100	189,693	112,000		237.667	152,007	6	109		10
2	9 Auburn and Syracuse	26		766,657			133	86,291	27,334		96,738	52,544	6	116		
3	0 Buffalo and Niagara	22				1,500								100		١.,
2	1 Erie, (446 miles,)			5,000,000		-,								274		3
9	OFrie enened	53		3,000,000					40 000		100 000	60.00		~12	1	
9	2 Erie, opened			0.050.000		000000					126,020	59,075				1:
10	3 Harlem	26		2,250,000		30,000					140,685			61		16
3	4 Hudson and Berkshire	31		575,613			50							117		1 .:
3	5 Long Island	96		1,610,221	392,340	29,846					153,456	58,996	0	614		6
3	6 Mohawk and Hudson	17		1,317,893		10,000		69.948	58,780		79,804	45,763	0	564		1 5
13	7 Saratoga and Schenectady	22		303,658				42,242			34,666					1
3	Schenectady and Troy		1-2								32,646					
3	9 Syracuse and Utica	53					con	162 701	70,000					117		1
10	Ord			1,119,097	none.	10,000	025	103,701	12,000	••••	192,061					1
1	O Tonnawanda	43		727,332				70,227		• • • •	114,177	75,865	5			1
4	Troy and Greenbush	6		180,000										90		1
4	2 Troy and Saratoga	25		475,801				44,325	21,000		38.502		21			1
- 14	3 Utica and Schenectady	78		2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132		Į.,
J.44	4 Camden and Amboy	61		3.200,000				682.832	383,880		784,191	404.956		112		١.,
4	5 Elizabethtown and Somerville	26		500,000				1000,000					1			1
14	6 New Jersey	34		2 000,000					,				1	951		
	7 Paterson	16	1	500,000						••••			6	88		1
				1 000,000						• • • •			0	001		1
	Beaver Meadow	26													• • • • • • •	1
4	9 Cumberland Valley	46														
5	Harrisburg and Lancaster	36		860,000										30		
5	Hazleton branch	10		120,000												1
5	Little Schuylkill	29														1
5	Blossburg and Corning	40														
E	Mauch Chunk.									• • • • •						1
	Minehill and Schuylkill Haven.		1-2		05 000	7 010	EA			10			10	80		1
3	Nomictory			900,117	25,000	7,019	90		******	12	•••••		12			1
5	6 Norristown	20		800,000				• • • • • • • •	,	• • • •		• • • • • • •		61		1
5	Philadelphia and Trenton	30		400,000						• • • •				104		
5	Pottsville and Danville		1-2	1,500,000												1
5	Reading	94	6	9,457,570	7,447,570	40,200	50				597,613	343,511		25		2
G	Schuylkill valley	10	1	1,000,000												
6	Williamsport and Elmira	25	1													1
6	Philadelphia and Baltimore	93	1.						200,000			210 000		151		li
6	Frenchtown	16						20,010	200,000			210,000	••••			
6	Baltimore and Ohio, (1st Oct.)							FRE 00F	200 400		CFO COO	240 040		40		
		188							279,402					484		
0	Baltimore and Susquehanna	58												21		
0	Baltimore and Washington	38		1,800,000					71,691					84		
0	Greensville and Roanoke	18		284,433										28		1
6	Petersburg	63		969,880	63,000	7,690	100				122.871			77		
6	Portsmouth and Roanoke		1.2	1.454.171												1.
7	Richmond, Fredericksb'g and Potomac*	76		800,000												
7	Richmond and Petersburg		1-2							••••	100,010					
7	Winchester and Potomac		1-2				• • • • •			••••		•••••		• • • • • •	• • • • • • • •	
		32											• • • •		• • • • • • •	
	Raleigh and Gaston			,360,000												
		161	1	,800,000												
. 75	South Carolina	136			1	1					532,871	140,196	5			
76	Columbia	66	5	6,671,452		34,410	75	201 464	77,456		328 425	180 704				
7		190	0	2 000 000	500,000	99 500	100	007 500	02 100		049 000	147 500	••••	• • • • • •	•••••	
70			. 0	0.000,000	. 200,000	22,500	100	221,532	35,190	• • • •	240,U96	141,023	• • • •		• • • • • •	
10	Georgia	147	1-2 2	2,000,000									• • • •			
75	Montgomery and West Point	89	-	500,000	170,000		100				35,000	15,000				
186	Lexington and Ohio	40	1													
18	Little Miami	40		400,000												
	Mad river	40		152,000												
02				212,000			• • • • •			• • • • •			••••			
02	Madison and Indiananolis	SC														
. 8:	Madison and Indianapolis	56 15		212,000					10.000		#O 000	04.000		110		

Correspondents will oblige us by sending in their communications by Monday morning at latest

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, October 9, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 23,712 tons, and by canal 9,612 07, making 33,385 01 tons for the

From Schuylkill Haven—total	299.921
Total by railroad	607,821
From Pottsville and Port Carbon—total	117 198
From Schuylkill Haven—total tons	32,863
From Port Clinton	38,753
Total by canal	. 188 815

Total by railroad and canal..... ...796,636 LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, -151,052 57,493 Room run do.. -208,545

Beaver Meadow railroad and coal co., From Penn Haven-Hazleton coal co. 55,439 From Rock Port-Buck Mountain coal co., 17,600 346,215

WYOMING COAL TRADE-total 126.551 PINE GROVE COAL TRADE.—total......38,86
MINEHILL AND SCHUYLKILL HAVEN RAILROAD ..38.869331,765 total tons... MOUNT CARBON RAILROAD—total tons 199,854 MILL CREEK RAILROAD—total.....59,421 SCHUYLKILL VALLEY RAILROAD—total......78,5° [Miners' Journal. ... 78.571

EARNINGS OF THE BUFFALO AND NIAGARA FALLS RAILROAD for the month of Sept., 1845....\$4,010 22

Difference.... \$1.049 13

We have received, by the arrival of the Cambria at Boston, full files of the different London Railway and Mining Journals of the latest dates. The accounts in relation to the iron trade, show a disposition among the iron masters to advance the price.-The quotations do not vary much from those of 29th August, though hoops and sheet are quoted higher; yet there is a decided tendency to advance. It can hardly be otherwise, when there are so many railroads to be made. The following extracts from communications made to the Mining Journal by those familiar with the trade, will be of interest to many of our readers.

Iron.-Welsh and Staffordshire very firm at quo ations; in Scotch pig several sales made this week at 80s., which is now the lowest price with dealers, some of the masters demand 90s. In Swedish iron and steel there has been very little doing since the publication of last week's Mining Jaurnal.

Communicated by Messrs. Whitcomb and Barton, It affords us pleasure to learn that it is well Old Broad Street.—English bar iron continues firm tained and constantly increasing its circulation.

at quotations; in Scotch pig iron business has not been so brisk this week, but holders refuse to sell under 77s. 6d. cash, and 80s. four months, adding interest; Welsh and Staffordshire iron sells freely at advanced rates, and a further rise confidently ex-pected. In rails very large orders are daily appearing in the market, both for immediate and future delivery, and there are now no sellers under £10 10s, for the latter.

We find many interesting matters in our foreign railway journals, which will be noticed in our next. One of great importance is the atmospheric railway, five miles of which, on the Croydon line, is so far advanced as to have been tried several times with entire success. The exhaustion of the 5 miles of tube was effected with one engine and a vacuum of 26 inches obtained.

The experiments were of course made with great care, yet a speed as high as 65 miles was attained at one point and an uniform speed of 43 miles was carried through on one trip, or 5 miles in 7 minutes.

There are still various opinions in relation to the success of the system-that of course_so there was in relation to the Erie canal, so also, of the success BY RAILROAD. in relation to the Eric canal, so also, of the success on Pottsville and Port Carbon—total....292.093 of railroads and locomotive engines. Many were disappointed and others probably will be in relation to this new plan.

> We shall give next week such concise accounts as we find in the English journals.

> The Dublin and Drogheda railway working expenses are said, in the Railway Express, to have been reduced to 31 per cent. of the gross receipts.

New York and Eric Railroad.

In accordance with notice previously given, the subscription books were opened on the 8th ult, and closed on the evening of Saturday the 4th inst., giving only twenty four working days to fill up the subscription of three millions of dollars. The directors have given evidence of their fitness and abilefforts in this instance. It now becomes the duty of the subscribers, to show equal promptness and energy in the performance of their part of the business, that the directors—who not only work without pay, but also subscribe and pay more than any others may be encouraged to renewed efforts to complete what they have so successfully commenced.

Oswego and Syracuse Railroad.

We are pleased to learn that the commissioners now here, to obtain subscriptions to a part of the capital for this road, are progressing, and that they have a fair prospect of success. There ought to be no delay in the matter, as there are enough here directly interested in the property along, and at the termini of the line, to take the amount, besides the general interest which this city has in the work.

Hunt's Merchants Magazine.

We have before us the number for October. was as usual, out punctually; and, as usual, also, it contains a vast amount of useful reading, and should be in the possession of every business man in the country. The list of contents covers nearly two pages, under the following general heads, viz: Commerce before the christian era; the government and currency; the commerce and progress of Chili; sketches of trade and manufactures in Belgium; the mining system of Chili; the champaigne districts of France; ocean steam navigation; progress of English railways; mercantile law department; Commercial Chronicle and Review; commereial statistics; railroad and canal statistics; nautical intelligence, and mercantile miscellanies.

It affords us pleasure to learn that it is well sus-

Manchester and Leeds Railway Company

Eighteenth semi-annual meeting. The 18th half yearly meeting of this company, was held on the 3d of September, in Manchester, when a lengthy and very satisfactory report was made to the shareholders. This road is sixty miles long, very crooked, and with steep gradients, and has cost up to 30th June last, £3,372,240 9s. of which £1,487,389, is paid up capital, and £1,884,851 9s. raised by loans. The business of the last six months, exceeds that of the corresponding six months of last year, by £23,-892 12s. 9d., notwithstanding, perhaps we ought to say, in consequence of " an important reduction having "been made early in the year, on the passenger fares "and in the rates on certain classes of merchandize," The gross receipts for the six months, were £153,-279 10s. 8d., and the total expenses including rates, taxes and duty, £52,046 18s. 1d., leaving a balance of £101,232 12s. 7d. The gross receipts for the year, were £315,098 19s. 8d., and the expenses £110,247 2d. leaving a balance of £204,851 19s. 6d., or 61 per cent., on the total expenditure; but a large proportion of the outlay was raised by loans, it enables them to divide 8 per cent. on the amount raised by shares and have a considerable surplus on hand.

The present indications for increased business on the numerous railways in England are exceedingly favorable-and that our readers may see what has been the increase of receipts upon this road, notwithstanding the reduction of charges; we give the following comparative statement of the first six months of 1843, '44 and '45.

The number of passengers booked during these periods, were, in the first six months of 1843-552. 639, same period in 1844-673,605, and in 1845-851,497, thus showing an increase in 1844 over the previous year, of 120,966, and in 1845, of 177,892 over 1844-showing conclusively the influences ity for the station they occupy, in the result of their of reduced charges, on the business of the country.

> The extract marked for insertion, is unavoidably omitted until our next number.

The editor of the Railway Times, has the following remarks upon the meeting of this company, viz. "The most important feature of this most busy week, is unquestionably the meeting of the Manchester and Leeds company—an undertaking which in spite of its enormous cost, and the steepness of its gradients, continues to carry, with increasing profit, a mass of traffic, in proportion to its extent, second to none in the kingdom. Indeed it may be said of the Manchester and Leeds railway co. that their business is becoming too great 'embarrass de

Railway Cars, Progress of Improvement.

We understand that the Eastern railroad, from Boston to Portland, have recently put several new cars upon their road, which, for convenience, comfort and elegance, surpass every thing of the kind yet seen on American railroads—and when we say that, . we can make no further comparison, as the European cars do not, we are informed, at all compare with ours. The following description is from one who has rode in them-which we intend soon to do-and, as it may lead other companies, that we could mention, to give their numerous passengers similar comforts, for equal and superior compensation; we publish it for the good of all parties-not forgetting, by any means, the enterprizing manufacturers, Messrs. Davenport and Bridges, of Cambridgeport, near Boston.

Each car seats about 70 persons; each seat is a separate arm chair, made to turn on a pivot, and is.

covered with red velvet plush. The cars are 91 feet whitewashing, which this commission will certain- For the American Railroad Journal. wide, which gives ample room for each passenger; ly put on with no sparing hand, should be the means (they are about one foot wider than cars are usu- of getting an additional loan to "complete the ally built,) instead of carpeting the floor, they have works" and make the board "comfortable." a double floor; the top one is of cherry, and black walnut, laid in diamond form—the sides of the cars not help picturing to our mind's eye the almost ma- designer and contractor, has supplied the are lined up with branch mahogany. They are highly spoken of by all who have rode in them, and money, spent during the last few years, would have they are said to be the best finished and easiest mo- had on the prosperity of the country. In place of a tioned cars they have ever seen—cost \$2,200 cach.

The article of Mr. Herron on the wear of railroad iron, should be read with care. We can speak from our own observation, in relation to the superior ease to the passenger, when passing over that part of the road where his plan of superstructure is adopted, as compared with that on other parts of the road; and it follows, we think, of course that the iron will last longer upon it than upon the simple crosstie. This plan has frequently been referred to in this Journal. In the number for Nov. 15, 1840, Aug. 1, 1841, and July 1, 1842, will be found references to it, and we shall probably be able soon to give some further account of it. We shall endeavor to do so that if it is superior and not more expensive, it may be introduced upon some of the numerous railroads soon to be constructed.

Portland Railroad .-- Canadian Affairs.

late Montreal paper that the subscriptions in that unknown at the "Institution of Civil Engineers." city did not reach £100,000 (\$400,000), Of the As friends of private enterprize we might rejoice at two millions frequired for Canada only \$500,000 the failure of the last set of government works in were allotted to the province and this-for the city this quarter of the globe, but as friends of railroads, of Montreal-trifling amount, has not yet been the great improvement of the age and so admirably raised! It appears that four times the amount to be adapted to the climate, country and resources of Caraised in England was subscribed there at once by nada, we may perhaps be pardoned this expression speculators, desirous no doubt of obtaining the con- of our unavailing regrets. trol of the work so as to hold till it would command a premium in the market and to avoid the annoy- suppose, agreed to unite on one; at least we hear ance of paying up instalments. The shares were of no rivalry, and they have decided on the same given to those most likely to take some interest in termini: Buffalo and Detroit. An agent has gone the work, yet it appears that the agent finds some to London to offer the stock there, and we believe crossing each other at right angles, so as to trouble in securing the payment of the first instal- that the friends of the line from Toronto to Port form a solid lattice work of great strength

twice as much as Montreal, although the incidental coming session, with what chance of ultimate sucadvantages to the latter city will be greater than to cess we cannot pretend to say. The railway spirit the former. We hope they will continue the sys- is however awakening there and if its first efforts be tem begun in Baltimore and so extensively carried happily directed, the rapid extension of this unrivalout in New England, of working from tide water led mode of communication may be calculated on into the interior, so as to render the capital produc- with safety. The great drawback is of course the tive in the least possible time. There can be no unfortunate adoption of the system of government doubt that the railway system of Massachusetts engineering: people will not readily spend their owes its success to the brilliant results of the Prov-own money, even on small works, when they find idence, Worcester, Lowell and Eastern railroads, their neighbors obtaining all they desire at the puband just as little, that our present deplorable inferilic expense. They naturally ask, how is this done? ority must be ascribed to the failure of all our rail- The answer is, by tampering with the legislature; ways east of Schenectady. If the statements of the thus the whole becomes one scene of corruptionfriends of the Portland railroad be well founded the the real objects of the work, the interests of the pubconstruction of the work is certain even without lic and the warnings of professional men of charextraneous aid. It is very fortunate that the first acter, are alike disregarded in the general scramble at the heel; the transverse beams are 27 division presents the fewest engineering difficulties, for the money of the steady, orderly inhabitants who so that by the time the greatest obstacles are to be pay the taxes to support a policy as degrading in a encountered the confidence of the stockholders will moral point of view as it is ruinous financially conbe fully adequate to the emergency.

The Toronto Patriot announces the appointment of a commission to inquire into the management of the Board of Works and appears to anticipate much good from it. He asks pathetically where are the Thompson, James Hunter and Walter Cunningham,

Regrets are vain and perhaps foolish, but we cangical effect which a judicious application of the few miles of canal adapted, perhaps, to the wealth, population and trade of Holland, we should have hundreds of miles of cheap but efficient railways adapted to the resources and wants of Canada; instead of half a million of dollars of annual deficiencies we should scarcely be able to keep down a surplus; instead of a futile attempt to aid the carrying trade from the western states we should have had an immense trade in Canadian flour and British merchandize, and, lastly, instead of turning crowds of emigrants to the far west we should see them quietly and permanently settle where good communications existed and no public burdens awakened their fears. Some short time hence, the people of Canada will awake too late to the fatal effects which have resulted from entrusting the public works, where the highest professional skill, combined with a thorough knowledge of the country, would have found abundant room for the display of We were not a little surprised to see it stated in a its resources, to an individual whose very name is

The friends of the two routes to Detroit have, we Sarnia, have also an agent in England. It is pro-The little town of Portland has done more than bable that several roads will be chartered during the

THE CHESAPEAKE AND OHIO CANAL. - The Chesapeake and Ohio canal company have entered into a contract with Walter Gwyn, William Beverhout £1,500,000 stg. gone? And says that "echo and for the completion of the canal to Cumberland with-Mr. Killaly answer 'where?'" He appears to be in two years from this time, and the agents of the as unlucky as we have been in our inquiries as to state of Maryland have approved the contract. The that functionary. So far are we from anticipating work is to be commenced within thirty days from any good that we should not be surprised, if the 25th inst.

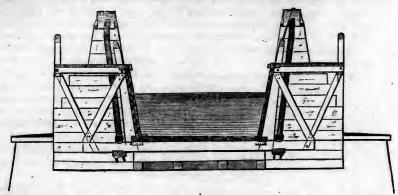
Wire Suspension Aqueduct over the Allegheny River at Pittsburg. The work recently constructed under this superintendence of John A. Roebling, the place of the old wooden structure, which originally was built by the state of Pennsylvania, at the western termination of the Penn-

sylvania canal.

The council of the city of Pittsburg, by whom, in consequence of an arrangement with the state, the tolls on this aqueduct are of late received, and who are bound to keep the work in repair, decided on rebuilding, and after considering various plans, adopted that of Mr. Roebling, and entered into contract with him, to reconstruct the communication for the gross sum, including the removal of the old ponderous structure and the repair of the piers and abutments, of \$62,000, a very small sum indeed for a work of such magnitude. As this work is the first of the kind ever attempted, its construction speaks well for the enterprize of the city of Pittsburg.

The removal of the old work, was commenced in September, 1844, and boats were passed through the new aquaduct in May 1845. This work consists of 7 spans of 160 feet each, from centre to centre of pier; the trunk is of wood, and 1140 feet long, 14 feet at bottom, 161 feet on top, the sides 81 feet deep. These as well as the bottom, are composed of a double course of 21 inch white pine plank, laid dioganally, the two courses and stiffness, sufficient to bear its own weight, and to resist the effects of the most violent storms. The bottom of the trunk rests upon transverse beams, arranged in pairs of 4 feet apart; between these, the posts which support the sides of the trunk, are let in with dovetailed tenons, secured by bolts. outside posts which support the side walk and towe path, incline outwards, and are connected with the beams in a similar manner.-Each trunk post is held by 2 braces, 21×10 inches, and connected with the outside posts by a double joist of 21×10 inches. The trunk posts are 7 inches square on top, and 7×14 feet long and 16×6 inches, the space between two adjoining is 4 inches. It will be observed, that all parts of the framing are double with the exception of the posts, so as to admit of the suspension rods; each pair of beams is on each side of the trunk, supported by a double suspension rod of 11 inch round iron, bent in the shape of a stirrup, and mounted on a small cast iron saddle, which rests on the cable; these saddles are on top of the cable, connected by links, which





diminish in size from the pier towards the dations, upon which the weight of 700 perchcentre. The sides of the trunk rest solid es of masonry rest. The stability of this against the bodies of masonry, which are part of the structure is fully insured, as the erected on each pier and abutment as bases, resistance of the anchorage is twice as great for the pyramids which support the cables.—as the greatest strain, to which the chains These pyramids which are constructed of three can ever be subjected. blocks of a durable hard sand stone, rise 5 The plan of anchorage adopted on the feet above the level of the sidewalk and tow-aqueduct, varies materially from those methpath, and measure 3×5 feet on top, and 4×61 ods usually applied to suspension bridges, feet in base. The sidewalk and towpath be-where an open channel is formed under ing 7 feet wide, leave 3 feet space for the ground for the passage of the chains. On the passage of the pyramids. The ample width aquaquet, the chains below ground are imbed-of the tow and footpath is therefore contrac-ded and completely surrounded by cement. In ted on every pier, but this arrangement proves the construction of the masonry, this mateno inconvenience, and was necessary for the rial as well as lime mortar, have been suspension next to the trunk.

bles on the pyramids, are suspended next to certain by the known quality of calcareous the trunk, one on each side, each of these cements, to prevent oxidation. If moisture two cables is exactly 7 inches in diameter, should find its way to the chains, it will be perfectly solid and compact, and constructed saturated with lime, and add another calcal Length of aquaduct without extensions.1,140 feet. in one piece from shore to shore, 1175 feet reous coating to the iron. This portion of long; it is composed of 1900 wires of the work has been executed with scrupulous Diameter of cables....... inch thickness, which are laid parallel to care, so as to render it unnecessary on the cach other, great care has been taken to in-part of those, who exercise a surveillance over sure an equal tension of the wires. Oxida-the structure, to examine it. The repainttion is guarded against by a varnish, applied ing of the cables every two or three years to each wire separately, their preservation will insure their duration for a long period. however is insured for certain by a close com pact and continuous wrapping, made of an-size is increased at two points by introducing nealed wire, and laid on by machinery in short wires, and thus forming swells, which the most perfect manner. A continuous fit into corresponding recesses of the casting. wrapping is an important improvement, which Between those swells the cable is forcibly in this case has for the first time been suc-pressed down by three set of strong iron Tension of cables resulting from this cessfully applied.

A well constructed and well wrapped ca-cast in the sides of the saddle.

ble presents the appearance of a solid cylin- When the merits of the suspension plan der, which in strength greatly surpasses a were discussed previous to the commencechain, made of bars of the same aggregate ment of the structure, doubts were raised as section or weight. It is not only the great to the stability of the pyramids and the marelative strength of wire, which renders it sonry below, when unequal forces should superior to bar iron, but its greater elastici-happen to disturb the equilibrium of adjointy, which enables it to support strong and reing spans. It was then proved by a statical peated vibrations, add still more to its value demonstration, that any of the arches with as a material for bridge building.

The extremities of the cables do not ex-weight of 120 tons, without disturbance to tend below ground, but connect with anchor any part of the work. In this examination chains, which in a curved line pass through no allowance at all was made for the great large masses of masonry, the last links oc-resistance of the woodwork and the stiffness cupying a vertical position. The bars com- of the trunk itself. During the raising of posing these chains, average 12×4 inch, the frame work the several arches were reand are from 4 to 12 feet long, they are man-peatedly subjected to very considerable uneusactured of boiler scrap, and forged in one qual forces, which never disturbed the bal-piece without a weld. The extreme links ance and proved the correctness of previous are anchored to heavy cast iron plates of 6 calculations. feet square, which are held down by the foun- The stiffness and rigidity of the structure track of the Lowell road.

wedges, driven through openings, which are

the water in the trunk could support an extra

is so great, that no doubt is entertained, that each of the several arches would sustain itself, in case the woodwork of the next one adjoining should be consumed by fire. The woodwork in any of the arches separately may be removed and substituted by new material, without effecting the equilibrium of the next one.

The original idea, upon which the plan has been perfected, was to form a wooden trunk, strong enough to support its own weight, and stiff enough for an aquaduct or bridge, and to combine this structure with wire cables of a sufficient strength to bear safely the great weight of water.

The plan of this work therefore is a combination, which presents very superior advantages, viz. great strength, stiffness, safety, durability and economy.

This system for the first time successfully carried out on the Pittsburg aquaduct, may hereafter be applied with the happiest results to railroad bridges, which have to resist the powerful weight and great vibrations which result from the passage of heavy locomotives and trains of cars.

REMARK .- The quantities in the following table are calculated for a depth of water of 4 feet, which has been in the aquaduct ever since the opening. The depth contemplated, was 31 feet, a greater depth is at present required, on account of the raising of spension next to the trunk.

abundantly applied. The bars are painted the bottom of the canal by bars and sediment which beyon to be removed before the level. which have to be removed before the level can be lowered.

> cables.... 7 inches. Aggregate weight of both cables 110 tons. Areal section of 4 ft. of water in trunk. 59 feet. Total weight of water in aquaduct...2,100 tons. one span Weight of one span including all

Aggre. number of wires in both cables. 3,800 Aggregate solid wire section of both cables in superficial inches..... 53 inches. Aggre, solid section of anchor chains... Weight of water in one span between

piers ... 206 lbs. Average ultimate strength of one wire. 1,100 lbs.
Ultimate strength of cables........2,090 tons. Tension resulting from weight of water upon one solid square inch of wire

Pressure resulting from weight of water

For the American Railroad Journal.

Wear of Railroad Iron.

An article under this head appeared in the United States Gazette of July 19th, and I see it has been copied into the American Railraad Journal of the 31st, with the following remarks:

"The following article from the Boston Courier of July 15th, contains some valuable facts in relation to the wear of the 56 lbs. iron of the second

perience, greatly exceeds the usual estimate of the value of this item, it would be well to call the attention of engineers to this important subject, with a view to provide some adequate remedy."

It to be inferred that this experience "will apply to all other railways."

As I predicted the rapid wear of the rails filled in, on account of the frost, which has,

gone the rounds without contradiction; so far reasoning on which my opinion was formed, its powers of endurance to the utmost stretch. as I have seen, states the whole freight, passengers and baggage, that passed over the roads differently constructed. Lowel road in 7½ years, up to July 1845, at 840,000 tons, one half of which, or 420,000 and blocks of granite, firmly imbedded in a tons, passed over the second track, rendering consolidated bed of rubble, or gravel, three the iron upon it unserviceable to a great extent. feet deep and seven wide, thus forming a most The writer says:-

"We have at last the means of forming a very safe estimate of the durability of a 56 pounds, to

Lowell road, was first brought into use in 1838, after the 'fish-belly rail' had been found inadequate. The new rail was of the H pattern—the form now most generally approved."

renewals of the iron made:

"They will be compelled to make additional re-newals this year, and probably to change the iron on the whole of this ten miles in the course of next year. The durability of this rail may, therefore, be set down at 500,000 tons. The lowest estimate we 1,000,000, etc., etc.

not only surprize, but even dismay, in the road, page 4: the minds of those who have embarked their capital in railroads, to learn in addition to highly inexpedient, on account of the experience already afforded here as well as upon our own road, sparing expense, with a view to permanency; and cost, if I recollect aright, nearly double the average cost of the best tracks in the union. Yet I, for one, am by no means to the T and H rails when laid on stone.surprized at the result. In fact, I had the And, as the hard signifec granite of the Lowtemerity to predict, in a conversation held ell road, would not wear out like the soft however, by a very experienced eye, and close with Major Whistler, at Spring field in 1841, of the iron would be reconstituted by the iron that the track and machinery of the Lowell ed in the former. road, would be worn out with much less use than that of any other road in the union.-And again, without having seen it in the expressed in regard to the rapid wear of the and hammering will separate imperfect welmeantime, I repeated the prediction about eighteen months ago, in Jones Hotel, in this ject were formed, and freely expressed, ten In the distance laid upon my plan, there city, in a conversation with Mr. P. T. Jackson, the president of the company, in the was first proposed. I then predicted its utter showing, in every instance, the clearest evipresence of Mr. John Tucker, the president failure, in a discussion on the subject with dence of imperfect welding. Some of these of the Reading railroad. I did not pretend C. Crozet esq., then principal engineer of rails have had the split end cut off, and were to say how many tons would wear it out, I could only form a comparative estimate between it and other tracks more judiciously constructed.

the Lowell iron was foreseen, and predicted, and I doubt not, there were many other en- rails and machinery, and greatly lessen the ed to market, which is less than six-tenths gineers, who came to the same conclusions expense of adjustments. I did, regarding it.

The article referred to, which has thus and machinery of this road, I will state the certainly, as may well be conceived, tested that the public may correctly estimate how

The Lowell iron was laid on cross sills, spring in such a track, to ease the shocks and jolts, from the bounds of the engines, the the yard, edge rail, when well laid on an even and irregularities of the wheels, axles and join-United States.

railroad, in their truly valuable "report, upon are generally little more than brightened on have ever seen of the powers of a good edge rail, is the plan of construction of several of the the surface, and certainly, not one rail in one principal railroads in the northern and mid- hundred bars, shows any degree of exfolia-Taking it for granted that these statements dle states," etc., published in 1838, make the tion or splitting whatever, nevertheless, there are correct, it is certainly calculated to cause following remarks, in describing the Harlem are some bad rails on this three miles. It so

> "Within the city the plate rail is laid upon stone sills, disposed longitudinally to afford a continuous of quick dilapidation by the wearing of the stone and the crushing of the rails, as well as the detsruction of the machinery connected with the motive power."

These remarks will apply with equal force of the iron would be proportionably increas- tortions the rails have suffered.

Lowell iron. But my opinions on this sub-ding. years before the first period named, or as ear- are about 1710 rails, out of which 10 have ly as 1831, when the granite and iron track been removed in consequence of splitting,

vation, through a period of more than fifteen sidelings. years, has led me to advocate the continuous The object of these remarks, is to estab. bearing of the iron rails upon timber, and to fore stated, extensively damaged, only ten lish the fact that the unusually rapid wear of formly even surface with a combines a uniformly even surface, with a general elastici- from the main track, over which six hun-

"It appears from these facts, that the cost of renewing the iron of this road, is about equal to one cent per ton, of freight per mile, estimating the passengers and baggage as so much freight.

"As the destruction of iron, according to this existence of the country of the cause, thus leaving the passengers are the per ton, of freight per mile, estimating the passengers and baggage as so much freight.

"As the destruction of iron, according to this existence of the cause, thus leaving the passengers are the per ton, of freight per mile, estimating the passengers and baggage as so much freight.

"As the destruction of iron, according to this existence of the public, the startling results of the Lowell experiment, without pointing out the cause, thus leaving el ballasting, it was laid upon a bed of wet

This track was opened to the heavy down far the Lowell result will apply to other roads differently constructed. trade of the road, on the 10th November 1844, since which, to the present time, more than six hundred thousand tons of coal, besides freight, and passengers, have passed

over it.

Since the 9th April, '45, two laborers rigid and unyielding way. There is no alone have been kept on those three miles, making the necessary adjustments, where the road bed settles, and all repairs.

Their wages for the months of April, May well adjusted track.

"The first ten miles of the second track, of the of the iron, in accordance with a well established expense of labor upon the track for these lished law of natural philosophy, which has three months, during which time, more tonbeen fully verified by the rather dearly pur- nage actually passed over it than passed over chased experience of the New York and the new track of the Lowell road the three He concludes, after stating the trade, and Harlem, the Philadelphia and Columbia, the first years it was in use, according to the Baltimore and Ohio, as well as by the Low-writer in the Boston Courier. And now ell and many other railroads throughout the 125,000 tons more, have actually passed over it, than is said to have worn out the Lowell The engineers of the Baltimore and Ohio iron altogether, yet the rails, as may be seen happened that the iron put upon my track, was from a damaged cargo; these rails were deeply correded and badly bent, in various directions, so that they could not be perfectly straightened, although heavy sledges were freely used upon them, as well as other means, and a large amount of labor expended in the effort. Being used in this condition, the short bends in the rails gives the track in places the appearance of being slightly out of line, which is only discernable,

In the former.

It is well known that every permanent bend of an iron bar, is a partial fracture, and experience, on which I formed the opinion I it is also known to smiths, that re-bending

Virginia, with whom I was at the time en. again placed in the main line, but as they gaged as an assistant engineer. The result of my experience, and obser. they have, in most cases, been transferred to

Thus, out of 1710 rails, that were, as bety of structure, so as to save the wear of the dred and twenty-five thousand tons have roll-

one per cent.

Three miles of the new track of the Rea. of one per cent. The two laborers before mentioned, took

out those defective rails, and replaced them by sound ones, during the day time while the annum, the labor and materials for the ordi- per mile, with 500,000 tons. immense diurnal trade of nearly four thou- nary repairs of roadway, will be fully prosand tons was passing over the track, with vided for by \$360 per mile, or by \(\frac{36}{1000} \) of a but elastic track of timber, designed expressout interruption, and this too without break- cent per ton per mile. ing the chairs, or other fastenings, as frequently happens on the old plans of construction far, amounts to less than six-tenths of one per reduced, that even with damaged iron, it has ing the chairs, or other fastenings, as fretion.

the unfounded assertions, or erroneous opin-limit of durability of a well proportioned it at all likely to exceed the estimate given ions, industriously circulated, that "it is dif-ficult to adjust when the road bed settles, and wheels of the cars, upon a strong well comalmost impossible to repair." This refuta-bined, elastic track, so that the rail may have tion could not at present, (I almost regret) an even continuous bearing on timber. It be extended to the repairs of the timber may exceed ten millions of tons. But sup-

miles of track upon which so heavy a trade 60 lb. rails. rolls, it is evident, that if the adjoining track, al laborer would be ample to keep the three ascertained that a rail can be taken out and miles of double track in order; and, indeed, replaced by another, even singly, at seventymen would be sufficient on the three miles than \$400 per mile. of double track.

double track, the usual wages paid by the ing for contingencies etc., say \$500 per mile company to the road hands, amounts to about

The cost of the new iron \$6,500, less the \$250 per annum. Allowing \$10 dollars to each man for tools, and we have \$260 per mile of double track, as the cost of labor, which for 94 miles amounts to \$24,440 .-The company's estimate for keeping the road in repairs is \$1000 per mile; or \$94,000 for the whole distance. This is \$69,560 more than a liberal allowance for labor and tools would be on my plan. But this sum probably includes repairs on bridges, in addition to materials for the repairs of track.

if they be properly strengthened, and secur-ed from the weather, they will absolutely require little or no repairs; and even the expense of watchmen (which I believe is not included in the above sum) may be dispensed with, by coating the timber with the silicate of potash, and afterwards with lime, which will form a crust of hydraulic cement, that will effectually protect the wood from fire way, will, therefore be:-

As the timber of my track has been thoroughly impregnated with one of the most Annual repairs and adjustment of both tracks 036 powerful antiseptics, at present known (by cloriate of Mercury,) its durability is placed beyond computation; parts may occasionally be damaged by accident, or otherwise, and require renewing, this together with the fastenings that may be broken, and the renewal

Thus with a trade of 1,000,000 tons per rapidly crushed, at the rate of a cent a ton

The rails on my track are secured by

Renewing them throughout, can of course, But, allowing one man to each mile of be done at a much less expense; but allow

> value of the old iron \$4,000, leaves \$2,500, which added to the cost of laying it \$500, and we have \$3,000 per mile of track, as the cost of renewal, which divided by 5,000,000 when properly laid, instead of one cent, which

for light weights, we shall make ample al- Providence road. lowance by taking it at one-third, of the above estimate, for the empty car track, or 2 of a cent per ton of coal per mile.

The cost of maintaining the double track

Wear of iron on down track per ton per mile. 06

Making together per ton per mile cents '116 coal, from Pottsville to Richmond.

be amply provided for by \$100 per mile, or track, built of such rigid unyielding materithe wear of railroad iron in this country has led to \$9,400 for the whole distance. als, that the iron upon it is said to have been any statements from which the actual wear of any

On the other had, we see that on a strong, ly to save the wear and tear of iron, and macent. under the rolling trade of 625,000 tons. been less than six-tenths of one per cent. un-Thus, a practical refutation is given, to It is, therefore, very difficult to assign the der the rapid passage of 625,000 tons, nor is

Civil engineer. No. 277, S. 10th street, Philadelphia.

We have a few remarks to offer on the above. It work, as well as to the adjustments, and re- pose the new 60 pound rails are worn out is said that the rails on the Lowell road are destroyed moval of the rails, as none of the timbers by five millions of tons, (the rails laid upon and Mr. H. gives some sound reasons to show that had been broken by last winter's frosts, aid my track, however, marked R, I found, when the iron on that road will fail more rapidly than ed by the heavy engines, as was confidently undamaged by rust, weighed but 59.2 lbs. on any other in this country. We should be pleaspredicted by some distinguished members of per yard; while those more generally laid ed to see a statement of the number of gross tons the profession, who had the modesty, at the on the new track, marked T, weight 61·12 which have passed over these rails, the velocities of same time, however, to confess themselves in- lbs. per yard) and that they cost \$6,500 per capable, of adjusting and repairing it, a feat mile. The old iron will be worth fully two- of skill, that we see has been accomplished, thirds the first cost. The writer in the Bost the rails when removed and their present market vaas far as required, by two common laborers. ton Courier allows \$4,700 per mile for the lue, from some gentleman connected with the road. As two men have been found ample to old 56 lbs. rails of the Lowell road; but to We do not know whether the rails are worn out, keep in adjustment and repairs, those three be very safe, I will allow only \$4,000 for the crushed, or merely taken away because inadequate to the larger engines now coming into use. In short, we have a mere newspaper statement and not a parupon which little more than the empty cars screw bolts, which affords great facility in ticle of engineering information on the subject. On return, were laid upon my plan, an addition- removing and replacing them. It has been only too many roads such information cannot be obtained, because there is no one capable of investigating the subject and presenting it to the public, if the tracks were laid on gravel, the two five cents each, which would be a little more but the Lowell road was long under the direction of Mr. Storrow, a gentleman peculiarly qualified by experience and scientific attainments to give a complete exposition of all the circumstances attending and affecting the wear of the rails on that work. His views would have great weight with the profession and through them with that portion of the community taking an interest in railways.

The condemnation of the superstructure of the Lowell road is also quite too sweeping. Admitting it to be most injudicious to place the iron on granite tons, gives six hundreths $(\frac{6}{100})$ of a cent per crossties without any intervening substance, it by ton per mile, as the value of the wear of iron, no means follows that the mere interposition of a crossties without any intervening substance, it by small block of wood would not in a great measure applies only to the Lowell granite track, and remedy the defect, or, better yet, that a continusuch others as may be similarly constructed. ous wooden sill under the L or bridge rail might A part of the expense of transporting coal not convert this into the best superstructure in this on the Reading railroad, consists in the re-country. We hope that this or some other expedi-With regard to the repairs of the bridges, turn of the empty cars to the mines, which ent may be tried before banishing the granite ties pass up on the adjoining track. And as the and substituting the usual-we might almost say, wear of the iron will be in a measure pro- the stereotyped superstructure of New England, first portionate to the weight, but in a less ratio introduced by Messrs. McNeill and Whistler on the

An engineer who has kept his eye on all the improvements in railways, considers the want of a means of easy adjustment to be a radical defect in all plans of superstructure yet adopted. A concise statement of the superior facility which Mr. H.'s system presents for this operation would unquestionably be of interest to many of our readers. We think we have seen it stated in the English scientific journals that the process of "Kyanizing" is generally considered Multiplying 116 cents by 94 miles, gives to have failed in imparting any durability worthy cents, as the cost of railway per ton of of notice to timber used in railways, but Payne's process appears to be highly spoken of. As yet, however, there is no process for this purpose which Here then, are two extreme cases. We can be considered as fairly established, nor can it be of the crossing castings, at switches etc., will have on the one hand, the Lowell granite said, according to our views, that the discussion on

remembered that the original 36 lbs. rail at Liverpool was for 6 ton engines at 10 miles per hour and we scarcely exaggerate when we say that the wear and strain from 16 to 18 ton engines at 40 miles per hour are twenty times as great. We freely admit that our opinion on the subject may not be deemed very weighty, but we are pretty confident that, with track and machinery well kept up, the wear of iron rails will form a very small proportion of the cost of transportation on railways. On the other hand the durability of timber has fallen very far short of the expectations of even the least sanguine.

AMERICAN RAILROAD IRON.—The Montour company at Danville have made arrangements to supply railroad iron to re-lay the track from Lancaster to Harrisburg at \$70 per ton. We learn that the Mine Hill and Schuylkill Haven co. have also contracted with the Montour company, for iron to re-lay their light track, and also to extend the road

to Tremont in the Swatara region.

There are now three establishments for the manufacture of railroad iron in this country, all of which Turner.

given rail under given conditions of traffic and size have sprung into successful operation under the of engine could be even approximated. It must be tariff of 1842. If the tariff remains unchanged, competition will soon cause American railroad iron of a superior quality to be parchased as cheap as the English supplied us with iron from 1836 to 1840 It is estimated that the expense will be from twenty-when there was no duty upon this article. We shall allude to this subject again next week.—Miner's Hudson River Railroad.—We learn that funds

> TONAWANDA RAILROAD COMPANY.—The following persons were, on the 18th instant, elected directors of this company for the ensuing year, viz: Hemen J. Redfield, Benjamin Pringle, Chas. M. Lee, Thomas Kempshall, Joseph Field, Samuel Dana, James Brisbane, Thomas H. Newbold, Lewis Brooks, George H. Mumford, Asa Sprague, William F. Weld and Frederick Whitlesey. At a subsequent meeting of the directors, Hemen J. Redfield was elected president, and Thomas Kempshall vice president

> RAILROAD FROM LOCKPORT TO ROCHESTER .- A meeting, numerously attended, was held at Lockport on the 12th inst., on the subject of a railroad from that place to this. The following gentlemen were appointed a committee to open books, and to receive subscriptions: Lot Clark, William O. Brown, John P. Smith, Asa W. Douglats, and Orsamus

RAILROAD TO CHICOPEE.—The directors of the Connecticut river railroad company, at their recent meeting, voted to construct a branch railroad from Cabotville to Chicopee falls, a distance of two miles.

HUDSON RIVER RAILROAD.-We learn that funds for the survey of a railroad route on the east bank of the Hudson, from this city to Albany, have been provided, and that John B. Jervis, Esq. has been engaged as chief engineer. He will enter upon his duties in about a fortnight.

Measures are in progress for the survey of a rail-road from Salem, Mass., to Andover, to intersect with the Boston and Maine railroad, and shorten the route to Lowell.

Books have been opened for a telegraphic com-munication between Boston and Portland, with the privilege of extending the same to Brunswick, Bath and Bangor.

The iron shipbuilders, Messrs. Hodgson and co. of Liverpool, are building an iron ship of 1200 tons burden, the first of a line of steamers between New York and Liverpool.

The eastern mail will hereafter be conveyed to Cincinnati by railroad from Xenia.

TRAVELLERS' RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT. List of Railroads Now Open on the Continent, and the Fares. The Fares are in the Coins of each Country, and reduced into English Currency: the thalers and silbgros; g. guitders, kreutzers and cents; fr. francs and centimes. FROM DESTINATION. FIRST CLASS. 1 15 4 6 1 40 2 4 2 .. 6 0 1 80 3 0 Aix-la-Chanelle 43 Cologneth. Utrechtg. Arnhem 25 Amsterdam Amsterdam 3 25 2 2 50 2 0 16 ... 12 10 28 Antwerp Brusselsfr. 150 Antwerp Colognefr. 96 Antwerp 10 50 8 13 50 10 10 Antwerp Munichg. Strasburgfr. 3 .. 6 0 13 95 11 2 2 12 4 5 10 60 8 6 Augsburg 39 Basel 86 Berlin 200 Dresden Caub 485 Mannheim 571 St.Petersbg, f. Berlin.1060 Coblenz 458 Milan 942 Strasbourg, fm. Paris 280 Cologne 400 Milan, fm. Venice 200 Trieste, fm. Venice 319 Constance 820 Magdebrg f. Hambg 157 Utretcht 230 Dijon, fm. Paris 318 Magdeburg f. Leipzg 74 Vienna, from Frank Dresden, fm. Prague 94 Magdebg, f. Dresden 134 fort O.m 437 Dusseldorf 368 Marseilles, fm. Paris 500 Vienna fm. Trieste 319 Elberfeld 388 Munich, fm. Frank Venice, fm. Milan 200 Emmerich 300 fort, O.M 214 Wiesbaden 520 Florence 1160 Munich, fm. Vienna 276 Zurich 830 2 10 1 15 Frankfort on O.th. Berlin 5 15 16 6 4 20 14 0 .. 20 2 0 Berlin Leipzigth. Magdeburg ...th. 3 20 11 3 5 9 6 .. 15 1 6 Berlin 128 Potsdamth. Stettin 18 Berlin Berlin 1 6 7 8 2 0 .. 15 io i 0 Bonn.... 16 Cologneth. 1 18 4 10 .. 18 1 10 Breslau 53 44 Oppeln.....th. 2 16 20 Brunswick Hanover.....th. 20 50 16 15 50 12 Brussels 142 Colognefr. 4 10 5 0 2 6 5 6 6 10 4 75 3 10 2 ... 3 4 1 ... 1 8 2 12 3 8 1 8 3 10 Brussels Valenciennes ... fr. 6 ... The direct Fares from London are at the following reduced rates. 3 ... 1 30 3 18 Budweis 64 Lintzg. Via ANTWERP & Via OSTEND and Carlsruhe Badeng. From ROTTERDAM. Offenbourgg. Leipzigth. Magdeburg from COLOGNE. from COLOGNE. 48 LONDON. Carlsruhe 60 2 8 Out, or Single Journey, Exclusive of Railroad Fares. Dresden Out, or Single Journey. To the follow Dresden 2 6 3 6 4 6 6 1 1 10 2 5 3 0 4 1 0 10 2 8 134 25 18 ing places. Dusseldorf..... Frankfort O.M. Chief cabin | Fore cabin | Chief cabin | Fore cabin 18 Elberfeldth. Chief cabin | Fore cabin 2 6 Mainzg. Wiesbadeng. £ s. D. £ s. n. £ s. D. £ s. D. £ s. D. Frankfort O.M. 26 2 42 3 65 Dusseldorf 2 42 4 6 3 65 6 1 ... 51 1 5 1 12 4 3 5 6 8 7 3 18 5 6 6 45 11 3 47 Amsterdamg. Hague 3 1 13 3 1 11 5 1 5 8 1 1 15 2 1 16 2 1 7 6 0 1 15 6 1 17 0 1 8 0 9 1 17 9 2 1 9 1 10 3 3 1 18 5 2 3 2 1 10 11 0 1 19 0 2 3 9 1 11 6 5 1 18 6 2 3 5 1 11 0 6 2 1 4 2 7 6 1 13 10 Cologne ... Mannheimg. Altenburgth. 1 12 4 Hiedelberg Bonn.... Neuweid. Leipzig...... Mannheim.... Coblence. Mannheim.... 52 Bingen... Kehlg. Offenbourgg. Antwerpfr. Mannheim.... 93 Bieberich. 4 24 7 7 100 6 33 10 11 Mannheim.... Wiesbaden 9 25 7 9 25 7 19 50 15 7 7 Ostend.... 92 Mayence. 89 Brusselsfr. Aix-la-Chapelle.fr. 7 .. 5 Ostend Ostend 7 169 Children under 10 years of age, half price; for dogs, half the price of fore cabin is charged; on carriages, and horses booked in London direct for the Rhine, a considerable reduction is also made. $\begin{array}{c} 27 \dots 21 \\ 3 \dots 2 \end{array}$ 20 75 16 212 Colognefr. Corbeilfr. Ostend.... 2 40 1 11 12 60 10 1 3 .. 2 5 15 .. 12 0 18 Paris 12 60 10 1 13 .. 10 6 .. 60 0 6 1 50 1 3 75 84 Orleans fr. Agents--General Steam Navigation Company. W. Smith, and Mr. P. A. Brussels, W. Middleton. Paris, F. Spiers. Simonis, Havre, P. Albrecht. Rouen, Company's Office. Dieppe, D. L. Chapman. Bruggne, W. Hughes, Dellatre. Calais, A. Spiers. Hamburg, G. Delaval. 16 ... 12 10 ... 80 0 8 2 ... 1 7 2 ... 1 7 Paris Rouenfr. St. Cloudfr. Rotterdam, Van Es. 5 12 2 ... St. Germain fr. Cologne, J. Simonis. Versaillesfr. 1 50 1 12 Aix-la-Chapelle, J. A. Mayer. Spa, Dommartin. Antwerp, C. Brequigny. Ostend, St. Amour. Gand, L. Van Aken. 16 ... 3 29 13 ... 10 6 2 30 5 0 Parisfr. 12 10 Rouen ienna Glognitz.....g. 6 8 Vienna 190 Gratz 11 12 23 5 7 .. 14 Ollmutz.....g. Vienna

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication em-braces all the reading matter of the Daily, the For-eign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country— will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to

maintain its reputation in this respect.

TERMS OF SUBSCRIPTION.
For the Daily Courier, for one year, in advdnce \$8,00
For the Semi-Weekly Courier, for one year. 4,00 For the Weekly Courier, for one year 2,

JOSEPH T. BUCKINGHAM.

EBEN B. FOSTER.

PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE SUB-A scribers, as Agents of Mr. George Crane, of Wales, having obtained a jatent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, KETCH-1 um & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

ders with promptness and despatch.
Railroad Work.
Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally: hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

POR SALE, AT A SACRIFICE—A LOCO-motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, ter, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse

1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists,

May 12tf

Alexandria, D. C.

NICOLL'S PATENT SAFETY SWITCH PASSENGER LINES, SOUTH AND for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country; effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

them

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-port, Mass., and at the office of the Railroad Journal

ew York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

ja45 Reading, Pa.

CEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1\(\frac{1}{2}\) in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity ing to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective fron and Brass Castings of all descripio ns.t ja451y

O RAILROAD COMPANIES AND MAN TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels made from common and double refined B. O. iron the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa

> FROM NEW YORK. New York and Harlem Rail-

road Company. Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge for Lity Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3.30, 5, 6, p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45, p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; (and in eight hours less time than by the Bay route,) 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31, 2.10 and 5.10 p.m. 31, 2.10 and 5.10 p.m. 31, 31, 32, 33, 33, 4, 5, 5, 40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31, 31, 32, 33, 33, 4, 5, 5, 40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31, 31, 32, 33, 33, 4, 5, 5, 40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31, 31, 32, 33, 33, 4, 5, 5, 40, 7.80 p.m. 31, 32, 33, 4, 5, 5, 40, 7.80 p.m. 40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31, 32, 33, 4, 5, 5, 40, 7.80 p.m. 31, 32, 33, 4, 5, 5, 40, 7.80 p.m. 40, 5, 5.40, 7.20 p.m. 40, 5, 5.40, 7.40, Leave City Hall for Yorkville, Harlem and Mor-

at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

Bevening, or 6 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. clock p.m. and arrive in Philadelphia at 10 p. m.; Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

Houghton, will leave on Tuesday, Thursday, and Saturday.

Tor Albany and Troy, direct, at 6 o'clock, P.M., from the steamboat pier, foot of Courtlandt street.

To full leave path do not incur the risk of any detention at intermediate points as those risk of any detention at intermediate points as those who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—

Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

from the steamboat pier, foot of Courdlandt street.

The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday.

The Columbia, Capt. Wm. H. railroad ticket office, Pratt street, Baltimore.

Peck, Monday, Wednesday, and Friday.

The Columbia of Politics apply at the Southern office, adjoining the Washington at the Southern office, Pratt street, Baltimore.

STOCKTON & FALLS.

SOUTHWEST.

SOUTHWEST.

New York and Philadelphia Railroad Line-Direct. Leaves New York daily, from
the foot of Liberty street. Morning Line, 9 o'clock,
A.M. Mail Pilot Line, 41 o'clock, P.M. Fare in
first class cars, \$4. Second class cars, 3.

Passengers will procure their tickets at the office
foot of Liberty street. Philadelphia Baggage Crates
are conveyed from city to city without being opened
by the way. Each train provided with a car, in
which are apartments and dressing rooms expressly
for the Ladies' use. for the Ladies' use.

Camden and Amboy Railroad
Line.—For Philadelphia
and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 51 o'clock A.M. Passengers will take the cars at South amboy. Fare to Philadelph'a, 3. Forward deck passengers, 2 25. To Freehold and Monmouth, via. stages from Hightstown, 1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth

Amboy, Tattens, Rossville and Tuffis, 12½ cents.
The steamboat Independence will land at each of
the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M.

Susquehanna Line of Railroad Cars and Post Coaches. This line leaves the depot, corner of Broad and

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'-clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, ur der the White Swan Hotel. S. STILES, Agent.

SUMMER ARRANGEMENT-FARE REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following redu-Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon. \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line .--Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleson S. C. at 6 a.m.

ing Line for Newport and Providence.

Every Tuesday, Thursday and Saturday, from the foot of Whitehall street, at 41 o'clock and from Brooklyn depot at 5, p.m.
On the arrival of the train at Greenport, passen-

gers will proceed immediately in the steamer Haven," direct. 2t 39

BOSTON AND PROVIDENCE RAILroad. Dedham Banch Railroad. Stoughton Branch Railroad.
Fall arrangement, to com-

foll Branch Railroad.
Fall arrangement, to commence Monday, September 29, 1845.
Steamboat train for New York via Stonington leaves Boston at 41 p.m.

Accommodation trains, leave Boston at 8 a.m. and 31 p.m. Leave Providence at 8 a.m. and 31 p.m. Fare in first class cars, \$1 25

second 85 Dedham trains, leave Boston at 9 a.m. 3 p.m., and 6 p.m. Leave Dedham at 71 a.m., 101 a.m.

and 41 p.m. Fare 25 cents.

Stoughton trains, leave Boston at 12 m. and p.m. Leave Stoughton at 8 a.m. and 21 p.m. Fare 50 cents.

W. RAYMOND LEE, Sup't.
31 ly Sept. 15, 1845.

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection with the afternoon live and superintendants.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owe-

boro, Monticello, Mt. Pleasant, Bingman, S.,
go, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundand, Wednesday, and Friday, to Dundand, Montrose, Friendsville, Lenox, Brooklyn, etc.,
31 1y

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the

sylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket of-

rice daily, Sundays excepted, at 3½ p.m. for Cockeys-ville, Parkton, Green Springs, Owings' Mills, etc. Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

31 ly Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x 1 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ x ½ inch Flat Rails.
Also—A STEAM PILE DRIVER, built by

"Dunham & Co." which has never been used, and cost originally \$5000. s20 2m ja45

Great Western Mail leaves hard timore every morning at 7½ and the Monongahela Slack Water between Browns-ville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M.,

Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. cents per mile for intermediate distances.

YENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.
This Road is open for the trans-

On molasses and oil......\$6 00 per hhd.
Goods addressed to F. WINTER, Agent, forwarded free of commission.
THOMAS PURSE, Gen'l. Sup't. Transportation.

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from
Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

EARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire,
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ONG ISLAND RAILROAD.—EVENIng Line for Newport and Providence.

BALTIMORE AND OHIO RAILROAD.

Fare 50 cents.

BALTIMORE AND OHIO RAILROAD.

Eric Railroad Company. No. 50 Wall st.

New York. September 13, 1845.

"stock of said company heretofore issued and certi"fied, or purporting to be paid in full, shall not with"in six months from the passage of this act, surren"der to the company their stock certificates, and re-"ceive or offer to receive therefor, for every two "shares of stock heretofore issued, one share of stock "to be hereafter issued, then all such stock heretofore "issued, and not so surrendered, shall not be subject to the provisions of this law; but the state shall re-"tain the right to claim upon such outstanding stock, "and the said company shall pay into the treasury of "the state, upon the order of the comptroller, any and "all dividends upon such outstanding stock, and the "comptroller shall apply the same to the credit of "said company, until the state shall receive in such "dividends, so much of their said debt of three mill-"ions of dollars and the interest thereon, as would be "the proportion of such outstanding stockholders to "pay, provided the whole debt of three millions of dollars and interest thereon were collected ratably from all the stock of said company now outstand-

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec-"retary of said company, within thirty days after the "expiration of the six months mentioned in the last "preceding section, to file with the comptroller of "the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provis-"ions of the last preceding section; and whenever "any dividend upon the stock of the said company "shall be made, it shall be the duty of the board of "directors to notify the comptroller of such dividend, "and upon payment of the dividend aforesaid into "the treasury, the comptroller shall furnish to said "company a receipt for the portion of such dividend belonging to any stock not surrendered and exchanged in pursuance of the last preceding section of this act, and said company shall surrender to the holders of such stock the receipt of said company shall surrender to said dividend." "troller in lieu of said dividends."

It will be seen that on or befere the 14th of November next, each and every holder of the stock of the company must decide whether he will avail himself of the provisions of this law by surrendering his stock and receiving one share for every two shares thus surrendered. With reference to holders who neglect to avail themselves of the provisions of who neglect to avail the serves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all possible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors.

39 8t

T. S. Brown, Acting secretary.

OFFICE OF THE NEW YORK AND Erie Railroad Company. No. 50 Wall st.

Notice is hereby given that the sum of three millions of dollars, required by the law of May 14th, 1845, has been subscribed to the capital stock of RAILROAD IRON AND FIXTURES.
The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS RECOVER A GO

By order of the board of Directors. T. S. BROWN, Acting Secretary.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 421

THURSDAY, OCTOBER 16, 1845.

[WHOLE No. 485, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the ments of new undertakings fairly before the public.

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ENGINEERS and MACHINISTS. J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.) TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

NORRIS, BROTHERS, Philadelphia. Pa. NORRIS, BRUTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys VV • estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSES. EDITORS.—
As your Journal
is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been construct-ed on the common plan the same kind of acci-

dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

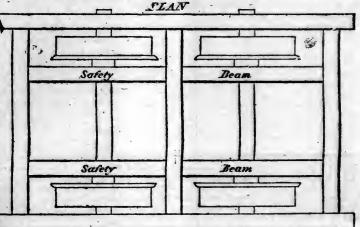
and lives, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

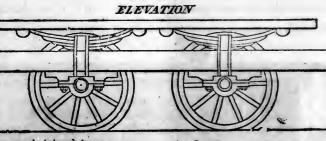
JOHN FRAZER, Agent,

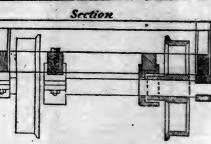
GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







PATENT HAMMERED RAILROAD, SHIF and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form and Managers are respectfully inviof head. From the excellence of the material alted to examine an improved SPARK ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant.

Our improved SPARK Arresters ing them fully equal to the best spikes in market,

ing them fully equal to the best spikes in market, have been extensively used during the both as to quality and appearance. All orders addressed to the subscriber at the works, will be prompted by executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Phil.

These Arresters are constructed on an entirely different principle from an The form is such that a rotary motion.

which after five years' successful operation, and now off at the top of the chimney, through a capacious and unobstructed almost universal use in the United States (as well passage, thus arresting the sparks without impairing the power of as England, where the subscriber obtained a patent) the engine by diminishing the draught or activity of the fire in the furnace. are found superior to any ever offered in market. .

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory-for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber

their orders as early as practicable, as the subscriber is desirous of extending the manufeturing so as to keep pace with the daily increasing demand.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN

have been extensively used during the

an entirely different principle from any heretofore offered to the public. ATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches manutactured by the subscriber's Patent Machinery, which after five years' successful operation, and now gravity to the bottom of this chamber; the smoke and steam passing which after five years' successful operation, and now

These chinneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabeth-town and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Monroe, Mich., Br. C. Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-French & BAIRD. ney, of this city, will be promptly executed.

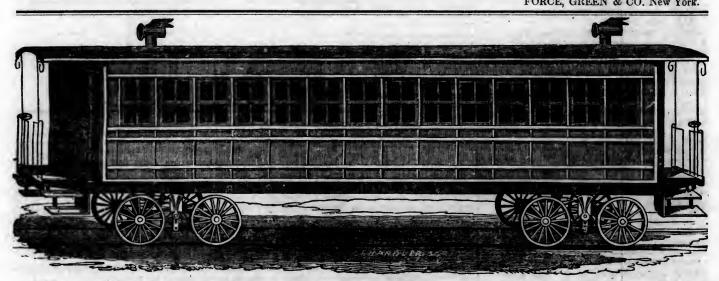
N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

ble terms. Philadelphia, Pa., April 6, 1844. ** The letters in the figures refer to the article given in the Journal of June, 1814.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley of Bolistone M. J. I. Principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, no only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by
FORCE, GREEN & CO. New York.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston-coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING THE NEW CASTLE MANORACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale all orders

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45. President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILDetc. The Subscriber having made important improvements in the construction of rails, mode of ENGINES AND BOILERS. guarding against accidents from insecure joints, etc. -respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Com-panies reconstructing their tracks now have an opportunity of improving their roads on terms very arvantageous to the varied interests connected very variangeous to the varied interests connected their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

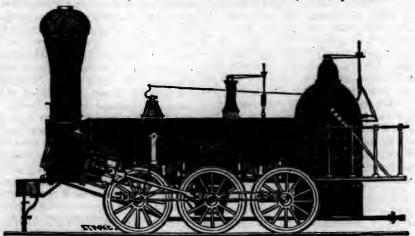
From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. Ls. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.

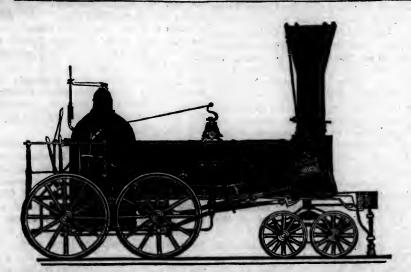


Manufactured and for sale b MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Street PHILADELPHIA.

NORRIS, LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 66 14 " 3. 46 44 × 20 . 144 × 20 66 121 " 65 66 " 66 4. " 22 22 66 × 20 66 66 5, 111 " " . 66 101 X 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG

President. jy451m TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bi-tuminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still the part of the manufacturer; rich iron ore may be laid down still the part of the manufacturer. more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore. W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

Work shop, 86x35 feet, on the same floor with the

pattern shop. Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts,

truns, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn over corn oven.

Store house—a range of buildings for storage, etc.,

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto

Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Chuadelphia.

CYRUS ALGER & CO., South Boston Iron

Nashville and Atlantic Railroad.

We take the following exceedingly appropriate and forcible remarks from an address delivered by Dr. J. Overton, of Nashville, Ten, before a convention held in the city on the 3d of July last, in relation to that construction of a railroad to the Tennessee river at Chattenooga, there to connect with the Georgia roads to Savannah and Charleston. It would seem that not another word need be said on the subject to induce the legislature, now in session to grant a charter authorizing a few of the people to invest their own money in a way which will advance the prosperity the convenience and the intelligence of all who reside within its influence; yet all cannot see the subject in its true light, as Dr. Overton does, and therefore we have taken the liberty of referring to it at some length in another place, in the hope of aiding in a measure which we consider an interview with the profound and accompanded to the specimen of this coal, from the cannot see the subject in its true light, as Dr. Over-

Georgia, that has already effected so much, two millions, and he regarded it as entirely is extended to complete the remaining fifty-six miles to the Tennessee river. Thus it gaged and pledged by the strongest induces we are already in sight of the great and growing west, and the obstacles to overgone are nothing compared with what have received that the control of the great are nothing compared with what have received the state of the regarded it as entirely been. He would not, however, enlarge on this topic, as all must see its vast and abi-ding importance.

The increase in the value of real estate in place, he said that been established by expectations are nothing compared with what have received the form true third the control of the regarded it as entirely been. He would not, however, enlarge on this topic, as all must see its vast and abi-ding importance.

The increase in the value of real estate in place, he said that been established by expectations are nothing compared with what have received the state of the production of the regarded it as entirely been. He would not, however, enlarge on this topic, as all must see its vast and abi-ding importance. and growing west, and the obstacles to overcome are nothing compared with what have already been surmounted.' The balance of the labor required to make a railroad, the road, to wit: the remaining fifty-six miles to Chattanooga, on the Tennessee river, is under contract, and the grading and massonry completed. The Hon. J. P. King, formerly a senator and now the president of the Georgia railroad, in a report of the condition of the progress of the road in Georgia made, this portion of the labor can be done as well and that it is so shut out from market, exent and the progress of the road in Georgia made, this portion of the labor can be done as well and that it is so shut out from market, exent of the progress of the road in Georgia, made this portion of the labor can be done as well and that it is so shut out from market, except on the 1st of May 1845, says: 'the engineer and much cheaper with slave labor, than by at select periods of the year, that its produce gives us the following gratifying intelligence, any other kind. This fact he believed had is diminished one-third in value by the cost that our anxious and arduous labors are been demonstrated by the construction of some of transportation, having no choice of mardrawing to a close, and that in September of the turnpikes in middle Tennessee. Two-kets either as to time or place. It was estinext, cars loaded in Augusta may be carried thirds of the labor then necessary to con-mated by a northern railroad committee, that

an chain, by the Tennessee river, nature community to construct the road in two years seems to have invited the enterprize of Geor- without embarrassment, if they chose to prosgia to a connection, social, political and com- ecute the work with energy. mercial with the great and growing west.—
It may be safely asserted that no other work in the Union can be compared with this in construction of this road would be a profitashould be afflicted with a war.' He concurred fully in this view of the subject; and felt satisfied that the citizens of Tennessee could and would, when this matter was fully investigated by them, do that portion of the work vicinity of the place where this road would be represented by them. The present is the result of the place where this road would be represented by the place where this road would be represented by the place where this road would be represented by the place where this road would be represented by the place where the road would be represented by the place where the road would be represented by the place where the road would be represented by the place where the road would be represented by the place where the road would be represented by the place where the road would be represented by the representation and the would be represented by the re of vast importance, even greater in a national than in a local or pecuniary point of view.

Doctor Overton said "he would now discuss the practicability and advantages of the gas. That gentleman had examined the process of the state, Dr. Troost, in reference to the physical character of the country between Nashville and Chattanoocuss the practicability and advantages of the gas. That gentleman had examined the structed for the purpose of transporting coal, proposed road. He had labored to acquire country with great care; and he believed a and that some of the most profitable roads in correct information on the subject, as he was route could be selected from the town of the United States, were engaged now in the correct information on the subject, as he was unwilling to be misled himself or to mislead others, and should give the results of his incomines. The distance from Charleston to Nashville was 597 miles-of these, 136 single exception of about five miles; that this mine, by means of a railroad, at 5 or 6 miles were in the state of South Carolina, 311 in Georgia, and 130 in the state of Tennessee. This left the smallest part of the great work of connecting the heart of our gap in the mountain, out of which flow the present average prices of coal. Digreat work of connecting the heart of our

without transhipment to Oostenaula over a con-struct the road, or labor of the value of \$1- the value of real estate would be affected in tinuous line of railway exceeding 250 miles.' 200,000, could be done by the farmers who this favorable manner from thirty to fifty 'This intelligence was as acceptable to our inhabit those counties through which the miles, more or less, on either side of the road. Cherokee country and to east and middle road will run. This would leave only six The value of real estate must everywhere Tennessee as it was to the stockholders. By or seven hundred thousand dollars to be adbe affected by its contiguity to a permanent the sudden termination of the eastern Alle-vanced—a large portion of which would be market and the consequent reduction of the ghenies on our borders, and the breach made expended among our own people within the

in the western spur of the great Appalache-state. He had no doubt of the ability of this

importance; more especially if this country ble investment, he stated that he would conwhich was within their jurisdiction, and corstate with the Atlantic Ocean, to be accomplished by the state of Tennessee. Our friends in South Carolina and Georgia, are looking forward most steadfastly and anxiously to the consummation of it, and have exhibited decisive proofs of a determination to it. hibited decisive proofs of a determination to difficulty a connection with our southern ted would be \$120,000 per annum. Can accomplish their share of the greatest work friends. He did not expect there was the any one doubt that this community would of the United States. At the last annual same extent of country in the United States not save the amount annually in the reduction of the stockholders of the South over which a railway could be constructed tion of the price of coal alone? M'Culloch, Carolina branch of this railroad, a committee of seven was appointed to take into consideration the matters connected with their he could obtain, that \$10,000 per mile, was given her that commercial and manufacturalized. They say: 'of the distance to a liberal estimate for the construction of the ring ascendency which she now holds, and Tennessee, 390 miles are already virtually entire route. This would make the road that they have been more profitable to her made, and the strong arm of the state of cost \$1,300,000. Put its cost, however, at the mines of the precious metals would have Georgia that has already effected so much

The increase in the value of real estate in

that extent enhances the annual value of real 200 miles, down the Ohio 60 miles and down apolis and Madison railway is thus described the cape of Florida 1,000 miles, making in News:

seen along the route, and every year will develope more and more the energy and ingenuity of the population and the resources of the country. In the vicinity of the first forty miles, at least two-thirds of the land is of a poor quality, and as yet most of the farms are small and the surplus produce quite limerated. But the way presenters and freight to and the declared his solemn belief that the ited. But the way passengers and freight to and from this unpromising part of the state, contribute more than one-third of the present buiness and profits of the road. Steam mills, cooper shops, meadows, orchards, dairies, etc., give value to the land and timber, and employment to the industrious, which they have previously sought in vain. Every way will increase the demand and timber, these year will increase the demand and supply of these and other articles, which, instead of requiring time to be transported to distant and uncertain markets, will be purchased with cash at the door of the producer. Where there is an orchard or a cultivated the completion of this great enterprize.—
from near the road, there will soon be paid for the transportation of its products, from \$50 to \$100 a

Whatever is saved to a community in the year; and the owner, for all practical purposes, cost of transportation is so much gained.—
will be as well situated in reference to a market as

The merchants, by saving the time and exif he were within three miles of the Ohio river .-

This railroad would enhance the value of all other incidental advantages.

when the casualties of the season will per- of the world. mit, and is always thrown behind the procotton states of South Carolina and Georgie, increase them ten fold.

and reduction is always effected by railroads. in preference to all others. The productions of heavy insurance exacted at every stage of its progress, with transhipment after tranship-Where railroads have been constructed, they have generally given rise to much more business, and vastly increased that which was previously in existence. Many proofs of this may already be surance, at one-fifth the cost of transporta-tion, and in one-tenth of the time, and would and he declared his solemn belief that the prosperity of middle Tennessee could never begin until this road was constructed.

the stock of the seven turnpikes which now amount of the present production and con- and has the superadded advantage of having

Mr. King, formerly a senator in congress, Whatever is saved in transportation is added middle Tennessee, intended for foreign mar- and now president of the Georgia railroad, to the price of commodities in effect, and to kets, instead of passing down the Cumberland says in his last report, 'railroads create the business they thrive upon.' The Merchants' estate. The general effects of the Indian- the Mississippi 1,200 miles, and then around Magazine says: 'it is the nature of railroads to multiply commercial transactions by an able correspondent of the New York all 2,460 miles of dangerous navigation, with through the facilities they offer, and to create business where none existed before-so that a line which scarcely pays its expenses the first year of its existence, must in a few years become extremely lucrative. It is in this view that railroads claim the attention of merchants more than any other mode of investment, inasmuch as they create the commerce it is their business to transact, and state of things, absolutely defies calculation, therefore, while yielding a better and safer dividend, are superior to banks. How many persons would go to Charleston if they could gin until this road was constructed.

go. in 28 hours, at the cost of six or seven dollars and without danger? Thousands chandize brought from Europe and the Nor-would go if for no other purpose than to inthern cities for middle Tennessee, would pass dulge in a sight of the ocean, and in the by Charleston and reach Nashville in 88 luxuries of fresh oysters and tropical fruits. hours from the city of New York. This The Richmond Compiler states that the exwould give to our imports all the advantages perience of the fourteen years we (in Virto be enjoyed by our exports, in the event of ginia) have had in the use of railroads, has established the fact that, when properly con-Whatever is saved to a community in the structed, they are capable of accommodating cost of transportation is so much gained .- a much larger business, and of transporting The merchants, by saving the time and ex- at so small an expense as to be able by low if he were within three miles of the Ohio river.—
No one can form in advance any just estimate of the business originated and increased by railroads, or the extent of their advantages, especially to the farming interest. The purchase and keeping up of extensive teams, and the necessity of hastening to market in good weather, when probably it is glutted, is obviated. Heavy articles from abroad, necessary for comfort, are purchased cheaper. The prices and demand for agricultural products are enhanced, and the community generally is invigorated by the variety of employments created by the cheapness of travel and the expense of bringing charges to attract more business than was charged in their goods, could furnish the farmers with their supplies so much the cheaper.—
What a vast sum would be saved in five years by this road, not only from the devouring jaws of water, but from reduction in the increased prices and demand to agricultural products are enhanced, and the community generally is invigorated by the variety of employments created by the cheapness of transportation and facility of intercourse.

The purchase to attract more business than was charges to attract more business than was deemed possible at any earlier period of their with their supplies so much the cheaper.—
What a vast sum would be saved in five years by this road, not only from the devouring jaws of water, but from reduction in the price of supplies as well as in the increased of advantages. The products are enhanced, and the community generally is invigorated by the variety of employments created by the countries of Rutherford and Davidson would pay the annual interest of the investment. pense of travel and the expense of bringing charges to attract more business than was pay the annual interest of the investment. and foreign markets—the shortest, safest and These arguments had been based on the cheapest way to get our foreign supplies; terminate at the city of Nashville. All of sumption of the country. The effect, how-inexhaustible coal mines on the road, which them would aid the railroad and receive ben. ever, of the railroad, would be instantly to alone are now supporting railroads in Europe efits from it. He believed the increase in increase the population of the country, stimthe value of real estate in Davidson county ulate its industry and quadruple its produc- the conclusion that this would be one of the alone, which would necessarily result, and the increase in the value of the existing road agencies and manufactures. The limestone stock, would justify the outly of capital newhich now lies embedded in our hills and lating profits had been the result, wherever cessary to build the road, leaving out of view vallies would be converted into lime and the roads had been judiciously located, ecotransported to the seaboard, and the untold. nomically constructed and well managed .--Middle Tennessee has now but one mar-unknown and vast resources of this fertile In support of this opinion he would give the ket or outlet for her produce, to wit, New and wealthy country would be called into acopinion of commercial writers and journals,
Orleans. She can only reach that market tion by their contiguity to the great markets as better than his own. A commercial correspondent of the New York Morning News, The London Railway Times states: 'it is of the 5th of April, 1845, says: 'one of the duce of those states which lie on the waters an admitted fact that the establishment of a most remarkable features of the age, is railof the Ohio, Mississippi and Missouri. This railroad produces an increase of traffic at roads. The speculations of past years have railroad will bring the cotton, live stock, to least two fold at the expiration of less than run into goods, wild lands, bank stock, and bacco, beef, pork, lumber and grain of mid-two years.' If such be the effect in a counfancies, which have been swept away leavdle Tennessee within 28 hours of the seatry. like England, surrounded by the sea, ing no wreck behind. Whoever considers
board at all seasons, and place before them
where the population is in the extreme of
the great city of Charleston, containing
about 30,000 inhabitants, and Savannah, commind and muscle are taxed to produce a bare
try. like England, surrounded by the sea, ing no wreck behind. Whoever considers
where the population is in the extreme of
the value of railroads and their effects upon
density, and the utmost energies of human
business, must be at once convinced, that if
conducted with a moderate degree of prusubstitute of the converted
and place before them
the great city of Charleston, containing
about 12,000 inhabitants. The pressubstitute of the effect on a ferthe converted
and place before them
the great city of Charleston, containing
and muscle are taxed to produce a bare
dence, they must become the most val
to the converted
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the population is in the extreme of
the value of railroads and their effects upon
density, and the utmost energies of human
business, must be at once convinced, that if
conducted with a moderate degree of prusubstitute of the product
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the value of railroads and their effects upon
density, and the utmost energies of human
business, must be at once convinced, that if
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the population is in the extreme of
the value of railroads and their effects upon
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the product ent New Orleans monopoly would thus be tile and healthy country, partially shut out uable property in the country.' Speak-broken up. If middle and east Tennessee were permitted by the nature of things to choose her home markets out of the whole the whole weloped, and a people whose energies have year a revenue of \$3,000,000, and their effect has been to double the value of property in the country.' Speak-broken up. If middle and east Tennessee the world, the resulting of the New England roads, he says: 'these roads costing \$30,000,000, gave last veloped, and a people whose energies have year a revenue of \$3,000,000, and their effect has been to double the value of property in the first that the country.' This is the country of the nature of South Careline and the country.' Speaktile and healthy country, partially shut out uable property in the country.' Speaking of the New England roads, he says:

'these roads costing \$30,000,000, gave last year a revenue of \$3,000,000, and their or country.' Speaking of the New England roads, he says:

'these roads costing \$30,000,000, gave last year a revenue of \$3,000,000, and their or country.' Speaking of the New England roads, he says:

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'these roads costing \$30,000,000, gave last year a revenue of \$3,000,000, and their or country.' Speakyear and the country.' Speakyear a revenue of \$3,000,000, gave last year a revenue of \$3,000,000, and their or country.' Speakyear a revenue of \$3,000,000, and their or country.' Speakyear a revenue of \$3,000,000, and their or country in the first of the country.' Speakyear a revenue of \$3,000,000, and their or country in the first of the country.' Speakyear a revenue of \$3,000,000, and their or country in the first of the says.' The coun ty in the five New England states.

less than fifteen years, by means of these ery behind—a monument of folly and unspeediest, and safest route. Whoever will matched in the city of New York, decidedly road Journal, published in the city of New York, decidedly road Journal, published in the city of New York, decidedly road Journal, published in the city of New lable source of business and profit must come one of the ablest and most accurate journals of the kind ever published, says: 'looking the success of the Massachusetts roads are constructed. In conclusion, he appealed to means of investment has grown into importion of many of our works both public and pritance in the last fifteen years, and has been, vate.' What becomes of the sage concluterior of our valleys, and in some measure wherever prudently adopted, productive of sions of those wise-acres who hold out the dispensing with the cost and danger of keepthe most surprizing results, not only in rela-lidea to us that a railroad can only be suc-ling up standing armies in time of peace. port on the state of the Georgia road, says: roads, consists—1st, in the transportation of could have a hundred thousand men from it should be encouraging to the stockholcotton, and 2nd, in passengers. These further interior for her defence at the shortest noders to see that railroads are everywhere nish profitable employment to the capitalist lice. So of Richmond, Philadelphia and of such railroads are everywhere rising in olina and Georgia is about the same as that we hesitate? He submitted these facts and the market. The natural tendency of their of middle Tennessee. In these states the suggestions to the calm and enlightened con-operations is an increase of net profit. This sole object sought, is a reduction of the cost sideration of his countrymen, with the ex-The same truth is manifest in England, France, Belgium, and in the returns of the 28 roads in Germany.' He referred with pride and satisfaction to the able reports of Gen. Gadsden, president of the South Carolina and could (he believed from the best information he had) be consoling railroad, and the report of Mr. King. olina railroad, and the report of Mr. King, structed as cheaply as the Georgia road had president of the Georgia railroad, put forth been. If this road was constructed, it would We like the performances of old companies been. If this road was constructed, it would this year, as sustaining him in his positions, and as holding forth the highest possible evidences of the propriety of this measure as an investment for capital—independent of all the other incidental advantages which have been enumerated. These reports put down the common and vulgar error, that railroads could succeed only in the densely inhabited states of Europe, and in the vicinity of large error in reference to railroads, that short ones states of Europe, and in the vicinity of large and populous cities; and that the iron, coal, tobacco, grain, live stock, cotton, hemp, flax seed, bacon, lard, flour and other produce mitted that the longer the road the greater road road the greater road the gre and productions of the south and west, could not furnish profitable employment to such an improvement. These roads beginning at Charleston and Savannah, though but partially finished, and terminating in the westing in operation. Neither a greater length frontier of these states and before they tern frontier of these states, and before they had exercised half the power usual to such improvements for the increase of business on volves a corresponding increase of expenditure, but the reverse of this is the fact. The which they elsewhere thrive, are, notwithstanding, under these little favorable circumstances, yielding to their owners six per cent. per annum on the capital invested.

bank in the United States yielded through a would accrue to this road. Vast amounts of There is some talk of leasing the North series of years. The bank of the United produce from the north-western states, if not Union line to the Grand Junction at 10 per

magnificent result has been accomplished in geant; leaving bankruptcy, poverty and mis-railroad from Charleston, as the cheapes roads in Georgia and South Carolina would straits, upwards of 500 miles, was only 14s. greatly increase the profits of the Tennessee Passengers are now carried on the Liverpool rannum on the capital invested.

This was more than any honestly managed was another immense source of profit which class at 2d. per mile. States yielded only about 5 per cent. at the all, destined for the European markets, would cent. for stock A, and 7 per cent. for stock B, time of her greatest power and palmiest reputation, and ended like an unsubstantial paville would be transhipped and placed on the chester and Leeds.

back on past events, and observing the re-well known. But few here are aware of all patriots in support of the establishment of sults of different modes of investment, the the fact, that next in order, come the roads of this road as the best possible mode of enacapitalist perceives that railroad enterprizes South Carolina and Georgia. In Georgia, bling them to defend the cities of Savannah have alone been exempt from the disasters that no less than 190 miles have been put in and Charleston against foreign invasion, and have befallen all other modes of investment, operation by the expenditure of \$2,581,723, of receiving assistance from them by the and that railroads were yielding a good reve which, after making all reasonable allowan-cheap and rapid transportation of men and enue, constantly increasing in amount. This ces, forms a mortifying contrast with the cost munitions of war from the interior to the tion to the mere profitableness of the invest-ment, but in regard to the great stimulus it north. It appears from the reports of these England could be thrown into Boston in a has given to the local trade, and to the in-officers of South Carolina and Georgia roads, day or two. The city of New York, by crease in travel.' Mr. King, in his last re that the largest item in the profits of these the roads now constructed and in contemplated yielding an increased profit, and rapidly and cheaper transportation to the planter .- Baltimore. New Orleans was once saved growing in favor as an investment for capi- The success of these roads furnish the best from British pillage by the Mississippi river. tal. It may be safely assumed that no road test which we could have of the practicabil- When the defence of the country and the in the Union, well located, built on sufficient ity and success of the proposed continuation vital interest of the commercial and agriculcapital and well managed, has failed to pay of the route from Chattanooga to Nashville. tural community all demand our undivided fair and increasing dividends. The stocks The density of the population in South Carenergies to the construction of this road, shall has been the history of our own road. The of transportation without reaching a foreign pression of his deliberate opinion, that this South Carolina road exhibits the same results. market. In reference to a large portion of work must and will succeed, and that the

the amount of travel and business it attracted, trains are at last to be started between Liver-

Sunderland has got Mr. Hudson as its rep- of the piston. There was no stopping at any Cambridgeshire, and the intervening counties, resentative, and, as a consequence, what is of the intermediate stations, and we had a and principally took in exchange feathers perhaps of no less importance to it, third good opportunity of judging of the speed that from Lincolneshire, and malt from Cambridge-class carriages running to Newcastle at 9d. might be obtained. The distance of 5 miles shire and Nottinghamshire. All his comand to Shields at 4d.

away the prejudices with which the advent out at an equal speed, and the distance was weather, to great labor and fatigue, and to of the railway was regarded. Three months accomplished in seven minutes, being rather constant danger. In Lincolnshire he travelago there were three coaches between Guil. above 43 miles an hour. The return to led chiefly along bridle-ways through fields,

the West Indies to this country has been prothus transported this present season.

out that a new feature in the transit of goods

borde proposes an electric telegraph, which

It is expected that the example set by the emperors of Russia and Austria of their friendliness towards railways will soften the heart of the pope, who has hitherto forbidden his chil- in the Railway Express and copy it for the purpose dren to participate in their advantages. The of asking some one of our readers, who possesses emperor of Russia has originated the idea of the gift of prophecy, or of reasoning from the past a line from St. Petersburg to Odessa, a disto the future, to spread out before us a picture as tance of 1,600 miles. This would connect clear of what will be the mode and facilities for trathe Baltic, Black, and Caspian seas, and vel and transportation in the year nineteen hundred would be the commencement of an overland and forty, 95 years hence, or a period corresponding route to Ispahan.

Atmospheric Railway.

London and Croydon line. We referred in our last to the recent experiments on this line of atmos- first means, canals the second, railways are pheric railway. The following statement is taken the third; and projection through an atmosfrom the Railway Express, of 13th Sept.

The Croydon Atmospheric Railway.—Experiments on this new and interesting principle, which bids fair to overturn an our process of conceived ideas of railway travelling, were is extraordinary. Engiana, in the instance of formade last week, in the presence of Mr. Willed the last century, was hardly better off for vessels can be admitted to the custom house. The total weight of iron in this enormous structure will be nearly 10,000 tons, or about carriage, the aggregate weight amounting to probably thirty tons. The first experiment counties of York and Lancaster, from the was from Croydon to the Dartmouth Arms, relations of nersons who had with relations not being passive times the quantity which was employed in the famous Menai bridge; the cost of the counties of York and Lancaster, from the iron alone will exceed £100,000. but from some misunderstanding as to time, participated in this mode of conveying mer- of the Messrs. Bertolet, on the Schuylkill, one of the stationary engines was not brought chandize. A line of horses, in single file, the above Penn street bridge, is nearly compleinto action, and the vacuum obtained in the first having a bell, conveyed through long ted, and will be ready for operation in about tube was in consequence, imperfectly devel-winding lanes a large part of the woollen a month. The workmen are now engaged oped. The speed attained, however, was ful-manufactures of the West Riding of York-in rigging up the engines built by Messrs. ly equal to that usually adopted in the work-shire. A gentleman of Manchester, who reing of the locomotive lines, being on the avalized a sufficient fortune to enable him to erage 30 miles an hour. On the return a keep a carriage, when not a half-dozen were Adam Johnson, above the railroad. In a greater speed was attained, the barometer at kept in the town, carried on his business in very short time this establishment will afford starting indicating above 21 inches, or 10 lbs. this way. He sent the manufactures of the a new opening for the industrious working-

Traveling as it Was,

In 1750, or about that period, in England would wagons, but on horseback. not altogether suit the present period. We find the following extract from "Wade's London Review" in the future with 1750 in the past. Who will oblige us ?

Travelling as it was .- Turnpikes were the pheric tube, or flying, to the speed of which we are rapidly approximating, may form the fourth or grand climacteric. The rapidity with which these transitions have been made of atmospheric pressure on the square inch place into Nottinghamshire, Lincolnshire, men hereabouts.

d to Shields at 4d. was accomplished in six minutes and a quar-modities were conveyed on pack-horses; and The immediate effect of the opening of the ler, giving an average of 48 miles an hour; he was from home the greatest part of the railway to Guilford has been to reduce the but part of this distance (a quarter of a mile) year. His balances were received in guineas, price of coals 10s. per ton-an effect which the speed reached 65 miles an hour. The and were carried with him in his saddle bags. has had a sensible influence in smoothing second upward trip was continued through He was exposed to the vicissitudes of the ford and London daily. There are now trains ten times in a day.

Croydon was equally satisfactory. The barrent gibbets warned him of his rometer indicated from 26 inches, the maximum, to 11 inches, the minimum, or from 13 ually darkened the air. Business carried on to 51 pounds on each square inch. The re- in this manner required a combination of permoted by the colonial railroads which lead to sult is such as must satisfy the most scepti-sonal attention, courage, and physical enduthe coast. Nearly 400,000 pines have been thus transported this present season. cal, because the experiments have clearly rance not to be hoped for in a deputy; controlled that a greater degree of speed can, by sequently a merchant was compelled to do the atmospheric principle, be communicated his own work, and led a much more severe A correspondent of the Hull Packet points in a lesser time than by the present system, and irksome life than a bagman afterwards, while all possibility of those fearful accidents and still more than a traveller of the present is now taking place between London and the that have so lately happened on different lines day. It is almost within living memory wise are now carried by railway. 140 chests to lesson the universal to lesson of tea were sent hence on Tuesday last, in bond sing from the man of sing from the want of a thorough understand-reaching London, 36 miles distant, was The savans of the French Academy are busying themselves with railways. M. Lawer and it may safely be asserted that the principle has had time and opposite the principle had the principle has had time and opposite the principle had the princ when the principle has had time and oppor-year, nor in every state of the weather. In tunity given it of arriving at greater maturity, Scotland, about the same period, the modes of is to tell its signals by sounds. M. Ruaux the superiority over the locomotive engines intercourse and conveyance were not more has a plan to substitute horse power for steam will be so marked as to silence every caviller. advanced. Oatmeal, coals, turf, and even in locomorives. straw and hay, were carried not by carts or

> Splendid Iron Bridge over the Neva .-Messrs. Bury, Curtis, and Kennedy, the celebrated engineers of Liverpool, have received instructions from the emperor of Russia to construct an iron bridge of powerful dimensions to be erected over the river Neva at St. Petersburg. This river is at present crossed by three bridges of boats only, and in the winter season the damage done to them by the ice is so considerable that it has been determined to erect the bridge in question; and it is probable at a future time the other two will be replaced by bridges of iron. length of this bridge is 1,078 feet, and will consist of seven arches-the centre one being 156 feet span; and the three on each side 143 feet, 125 feet, and 107 feet respectively.

47			ngth		Loans	Number	r Paid	18	843.	Div.		844.	Div.			ending
	RAILROADS.	mile	in iles.	Cost.	and debts.	of shares.	on	Gross.		per cent.	Gross.		per cent.	. prices	Last	pt 15. t Sales
	1 Portland, Saco and Portsmouth	50	0	1,200,000	0			89,997			131,404		2 6	1011		. 100
I.	2 Concord	. 35	5	750,000	0								12	65		
8.	3 Boston and Maine	56	6 7 1-4	1,485,461 455,703	unfin.		1	170,740	68,499	9 6	233,101	86,401	O.	111		
	5 Boston and Lowell	. 26	6	1,863,746	6				144,000			147,615		118		
	6 Boston and Providence	. 41	1	1.886.135	5 none.	18,600	0 100	233,388	8 110.823	3 6	282,701	1/156,109	6	111		
	7 Boston and Worcester	. 44		2,914,078	8			. 40 ,141	1 162,000	0 6	428,437	7 195,163		1161		. 110
	8 Berkshire		1	250,000	0 not stated	d[17,500	0 7	17,737 34.654	13,971	51	80		4:17
1	10 Eastern	. 54	4	2.388.631	1			. 279,563	3 140,595		337,238	3 227,920	8	1071		. 107
·	11 Fitchburg	. 50	0	1,150,000	Ojustopn'd	d					42,759	9 26,835	5	. 119		
1	12 Nashua and Lowell	. 14	4 1-2	2 380,000	0			. 84,079		-	94,588	34,944	1 10	126		
1	13 New Bedford and Taunton	. 20	-	430,962	2	,			1 24,000	0 6	64,998	8 24,000	6	102		1
1	15 Norwich and Worcester	. 66	-	2,290,000		0 16,535	5 100	162,336	6 24,871	i	230,674	99,464	4 3	67	-	69
1	16 Old Colony			87,820	0 unfin.				24,671		230,074			. 105		
1	17 Stoughton branch	4	4	63,075	5 unfin.									-20		
	18 Taunton branch		4	250,000	0		1		20,000			7 20,000	8	120		
2	20 West Stockbridge	3	4	41,516	200	0	100	1					4	1:	1	
2	21 Western, (117 miles in Mass.).		5	7,686,202	24.686.202	2 30.000	0	573.882	284.432	2	753,753	439,679	3	981		97
2	22 Worcester branch to Milbury			. 8,431	1 506		4						1			
2	23 Housatonic, (10 months,)	74		1,244,123	3						. [150.000]	1	1	. 26		. 33
2	25 Hartford and Springfield		8 5 1-2	1,100,000		0 10,000		1		1:::7	1	1	0	95		1
2	26 Stonington, (year ending 1st Sept.,)	48	8	2,600,000	0 650,000	2,000	100	113,889)		154,724	1 79,845	4	29		32
Y. 2	27 Attica and Buffalo	31	1	336,211	1			45,896	7,522	2	73,248	8 48,033	3 0			
2	28 Auburn and Rochester	78	8	1,796,342	2 200,000	14,000		189,693	3 112,000	0	237,667	7 152,007	7 6	109		. 103
140	29 Auburn and Syracuse	26 22		766,657	7		. 1331	86,291	27,334	1	96,738	52,544	1 6	116		
3	Buffalo and Niagara			200,000	0	1,500				1			1	271		
3	32 Erie, opened	53	3						48,000		126,020	59,075				
3	33 Harlem	26	6	2,250,000		30,000	0				140,685	62,399	9	61		
10.0	Hudson and Berkshire	31	1	575,613	3		. 50	[]			35,029	1,789	0	117		
3	So Long Island	96	- 1	1,610,221 1,317,893		29,846		co 948	1 28 780		153,456 79,804	58,996 45,763		611 561		
3'	37 Saratoga and Schenectady	22	2	1,317,893 303,658		10,000		69,948 42,242	58,780 3,000		79,804 34,666			561		
38	8/Schenectady and Troy	20	0 1-2	640,800	0			28,043	3		32,646	6,365	5 0			
39	89 Syracuse and Utica	53	3	1,115,897	none.	16,000	621	163,701	72,000		192,061	120,992	8	117		
40	10 Tonnawanda	43	3	727.332	2			76,227			114,177					
4	11 Troy and Greenbush	25		180,000	0			44.325	21.000		38.502			90		
4	3 Utica and Schenectady	.1 78	8	2,168,165	none.	20,000	0 100	277,164	180,000	9	331,932	2 199 094	8	132		
J. 4	14 Camden and Amboy	61	1 1	3 200 000	n I			1682 8321	21383 8801	1	1784.1911	404.956	3	112		
4	5 Elizabethtown and Somerville	26	,	500,000	0	()	1	()			[
40	6 New Jersey	34	1	2,000,000	A)	()	[]	(;)	()	()	[]				
48	17 Paterson	16 26	3	1.000,000	0								6			
49	9 Cumberland Valley	46	5	1,250,000	0											1::
5	Harrisburg and Lancaster*	36	5	860,000	0			1	1					30		1
5	Hazleton branch*	10		120,000	N	1		1	1							
55	2 Little Schuylkill	29		900,000	0											
5	Blossburg and Corning	40		600,000	2									••••••	•••••	1
5	5 Minehill and Schuylkill Haven	19		396,117	25.000	7.019	50	(()	12	(*****)	()	12	80		1::
50	6 Norristown	20)	800,000	25,000	1		()	()	()	()	()	()	61	(:::::)	4:
5	7 Philadelphia and Trenton. *	30		400.000)									104		
58	8 Pottsville and Danville	29	1-2	1,500,000	7 447 570	10.000		(••••••)		()	-07 G13	249 511	()	25		
60	OSchuvlkill vallev	94	ď	9,457,570	7,447,570	40,200			1							
61	I Williamsport and Elmira	25		400,000				20,000		(:::)	()	(::::)		(::::)	(::::)	
6	2 Philadelphia and Baltimore	93	3 4	4,400,000			()	43,043	200,000			210,000	4)	151		. 15
1. 6	Frenchtown	16	;	600,000)		1	1			1 1	1 1		, ,		
d. 6	64 Baltimore and Ohio, (1st Oct.)	188					1	575,230	279,402	()	658,620	346,946	()	481		
6	6 Baltimore and Washington	38	1	4.800.000		4	1	177,227	71 691		1019 129	104,529	()	84		
a. 6'	Greensville and Roanoke	18	3	284,433	37,544	2,000	100				25,368	6.074		28		
168	8 Petersburg	63	3	969,880	63,000	7,690	100				122,871	72,898	3 1	77		
69	9 Portsmouth and Roanoke	78		1,454,171			1									
[7]	ORichmond, Fredericksb'g and Potomac* Richmond and Petersburg	76 22 1	1-2	700,000			1					85,688				
72	2 Winchester and Potomac	32		500,000												
C. 73	3 Raleigh and Gaston	84 1	1-2 1	1,360,000												
174	4 Wilmington and Raleigh	161	1	1,800,000												
C. 75	5 South Carolina)	136	5	5,671,452	1	34,410					532.871	140.196	5			
L. 77	7 Central	66 190	, ,		500,000		1 14	201,404	77,450	1	328,420	180,704 147,523				
178	8 Georgia	147	1-2	9 650 000	500,000	22,000	100	948 026	95,150	()	240,000	147,520)		1)	
179	9 Montgomery and West Point	89		500,000	170,000	1	100				35,000	15,000				
v. 180	OLexington and Ohio	40		450,000												
-	ILittle Miami.	40	,	400,000												
nio 81		And in column 2 is not a local with the local window,		120 000	ALC: U.S.	1	1			1 3						
io 81 6 82 d. 83	Mad river	56		192,000						1			1			4

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL	COMMENIE
PRINCIPAL	CALLE A. H. H. L. H. C. L. C. C.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

Thursday, October 16, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 22,096 tons, and by canal 9,690 09, making 31,786 10 tons for the

BY RAILROAD.	
From Pottsville and Port Carbon-total	
From Schuylkill Haven-total	309,474
From Port Clinton—total	16,623
Total by railroad	629,917
BY CANAL.	
From Pottsville and Port Carbon-total	123,720
From Schuylkill Haven-total tons	34,737
From Port Clinton	40,047
Total by canal	198,505
Total by railroad and canal	828,423

LERIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, -157,643 Room run do., 58,896 217,539 66,510 58,046 Beaver Meadow railroad and coal co., From Penn Haven—Hazleton coal co., 58,046 From Rock Port—Buck Mountain coal co., 18,827

360,922 WYUMING COAL TRADE—total . 136,745 PINE GROVE COAL TRADE.—total......38,80 MINEHILL AND SCHUYLKILL HAVEN RAILROAD .38.869 lotal tons... MOUNT CARBON RAILROAD--total tons....206,709 MILL CREEK RAILROAD-total.... .84:140 SCHUYLKILL VALLEY RAILROAD--total [Miners' Journal.

WESTERN RAILROAD.—Receipts for week ending Oct. 4th.

184	5. 1844.
Passengers\$97	20 \$9047
Freight, etc 97	80 7987
-	
Total \$19.56	00 \$17 034

Transactions of the Reading railroad for the 4th week in September for three years .

1843. 1844 72,175 07 132,613 67 52,530 100,221 ...\$48,825 65 Coal, tons 30,613

Showing an increase of \$60,438 58, or 83 per cent. over 1844, and of \$83,788 02, or 171 per cent. over 1843.

road, for one week in Sept., in years 1843, 1844, and 1845:

ERIE RAILROAD.—The earnings of the Eastern Di- for the friends of different lines to waste their time vision of the New York and Erie railroad for the and money in attempting to oppose others, as we do month of September, 1845, were:

I	For freight	\$9,325 6,273	80 92
	Total	\$15.599	72
L	Same term last year	15,543	29
١	Iucrease	56	43
	Do. year ending 30th September:		
l	Freight	101.632	17
ı	Passengers and mail	59,927	71
İ	Total	61.559	88
ı	Last year	58.285	28
	Increase in 1845	3,274	60
1	~ ~ ~ ~ ~		

CANANDAGUA AND CORNING RAILROAD.—The engineer has made his report on this route which connects the Erie railroad at Corning. The results are as follows:

Cost		\$1,337,988
Income\$	235,650	
Expense	99,498	
Nett income		

Wear of Railroad Iron.

This subject is attracting attention in the right quarter. Those who are familiar with it in all its pearings begin to speak out. The communication of S, in this number, is directly to the point and " more of the same sort."

oncord and Lebanon N. H. Railroad.

We understand says the N. H. Patriot, that the directors of the Northern railroad have located their road over the route surveyed by way of Franklin, It will be seen by an advertisement in this paper, that proposals are invited for the grading of the road."

We have been looking for this announcement and are gratified by its appearance.

If the recollection of our early days is correct, this liberal returns to those who invest their capital and of great advantage to the people along its line. We could say much in relation to this road, and in railroad, at the mouth of White river, if it were necessary but it is not as the road is sure to be built. road, when completed. Some truths require argument to convince people that they are truths others are so self evident that argument is quite unnecessary-and we consider this question as belonging to this latter class—so will the public when the roads are ready for use-and their connection will follow as a matter of course.

It does not follow however that there should not Keene and also by the way of Brattleboro-but the reverse is the fact. There should be, and will be a connection between all the roads running from the seaboard at, and east of Boston towards lake Champlain and Montreal, by means of a railroad up the valley of the Connecticut river from Hartford or rather from Greenfield, Mass .- as there is now a railroad almost to that place-to Canada line. Business will require that railroads shall, in all practicable cases connect, that it may have every possible facility for and the fewest restrictions upon, an too by experience that these connections will pro-READING RAILROAD .- A comparative statement of mote rather than interfere with the different roads, the business of the Philadelphia and Reading rail- especially in New England, where, we again assert, that every strip of territory thirty miles in width from Week ending Sept. 30, 1843...\$12,446 68...8,137 10 and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will from its own resources, suphave no definite account, if so, we shall be much specified to any gentlement of the first and the Kennebec, will first any gentlement of the first and the Kennebec, will first any gentlement of the first and the Kennebec, will first any gentlement of the first and the Kennebec, will first any gentlement of the first and the Kennebec, will first any gentlement of the first and the f

and money in attempting to oppose others, as we do not hesitate to say that the four great lines now under consideration in New England, from the seaboard to lake Champlain and Canada will be built. Opposition may retard for a little time but it cannot prevent their construction.

Nashville and Atlantic Railroad.

The people of Nashville and middle Tennesse have put the ball in motion; and if they understand their own interest, and appreciate the value of their undeveloped resources, they will not relax their efforts until they have constructed a good railroad from Nashville to the termination of the Georgia railroads, which we understand is to be on the Tennessee river at Ross' landing, or Chattanooga,

Very considerable efforts were made some years since, and several railroads were commenced in Tennessee, and large amounts expended upon them, but we are not aware that there is a single mile of railroad now in use in the state+-therefore the people, and especially those of middle Tennessee, owe it to themselves, to open from their capital, a way out of their state, by which they can reach the seaboard, or a market on the Atlantic, in the cheapest very acceptable. We shall always have room for and most expeditious manner. It is indeed, becoming a matter of vital importance to the prosperity of the state to the early development of her resources, the opening of her mineral regions, the working up of forests of timber, the cultivation of her millions of fertile acres, that new avenues to market should be opened from her capital to the Atlantic, to the Mississippi, and to the Ohio.

This point being settled, the next question is, in which direction shall the first effort be made? To the Mississippi, or to the Atlantic? This question will be found a favorable route to construct, yielding may be answered differently in Tennessee, by those who would be first accommodated, and benefited by railroads, but those who view the subject in its general bearings only-who have a general, without favor of its connection with the Central, Vermont any local interest, there can be, we imagine, but one answer; and that will be, towards the Atlantic, by the shortest route yet to be constructed; of course and as sure, we think, to connect with the Central therefore to the termination of the Georgia railroads at Chattanooga, which is, as we are informed by good authority, only about one hundred and thirty miles from Nashville, the heart of the state.

We have, in years gone by, taken some pains to look at, and into, the subject of connecting the great West with the Atlantic, St. Louis, and its five thousand miles of navigable rivers with the seaboard and without being obliged to make the circuit of also be a connection with the road by the way of cape Florida, we came to the conclusion that with all the avenues that may be made northward and eastward, there is certain to be one also to the nearest point on the Atlantic, which is through Tennessee, to meet the noble works of Georgia and Charleston at the Tennessee river.

These works have progressed to an extent little known by the people of this country. They are nearly half completed to St. Louis, and as we said at the commencement of this article, "the people of Nashville and middle Tennessee have put the ball in motion" as will be seen by an article in this easy and cheap movement. And it will be found number of the Journal, which we take from a very able address made by Dr. J. Overton, of Nashville, to the convention assembled there on the 3d of July last.

If the people of this country generally understood

28, 1844. 16,974 33.12,720 13 port a well constructed and economically managed obliged to any gentleman who will furnish us with 27, 1845. 29,619 43.22,465 7 railroad. It is therefore folly and worse than that,

the subject of railroads—their influences upon, and man will be converted to a thousand purposes, and the Railroad Journal, to which he pays so high a advantages to society, as well as the gentleman who by her own citizens too, instead of sending to other compliment, instead of relying upon a stray numaddressed that convention, there would be little states, or to Europe, for the necessary implements ber, he will find that it yields neither to the Argus need of urging them to the construction of such of domestic life. See to it then, ye patriotic sons nor to any other paper in the country, in zeal or libworks; they would, it appears to us, readily join in of Tennessee, and if you would furnish the people erality—we say nothing about its ability, towards bringing about a system of measures in our gov- with accurate and useful information, publish ex- new projects of railway communication; and posernment, which would render it obligatory upon every man possessing property, to contribute his relative proportion towards the construction of such facts may by relied on, and its reasoning is based northerly from the Utica and Schenectady road, up works, he of course retaining an interest in them, on what is now recorded in the history of past exand having a voice in their management, propor- perience; truth-truth an hundred times proved by useful to that isolated region "in the north, far, tionate to the amount paid by him, even if it be but experience, which is more strange than fiction, far, away from railroads and canals," as he reprefive dollars, five hundred, or five thousand. There may be found in that address—which should be read sents it, and much less expensive to make than a are however very few, not directly interested and by every man in Tennessee. engaged in their construction and management, that do appreciate their value-their necessity indeed un- in giving an able communication signed "Atlander the present circumstances of society—as well as tic," published in the Georgia Constitutionalist, from if he makes the experiment, that it will give him Dr. Overton, of course the only reliance must be upon the efforts of individuals; upon the few who see and appreciate their value, to agitate the subject in the interior, as those on the seaboard. and disseminate correct information among those to be benefitted, and who in that region will not be? by the construction of a railroad from Nashville to intersect the Georgia railroads at Chattanooga. The importance of such a work cannot be fully appreciated, until it has been some years in operation; though its influences will be seen and felt, from the first blow of the pick axe and thrust of the spade, in the new life and energy it will give to business and the enhanced value of property along its line and beyond its terminus.

If any doubt this assertion let them look upon the map and see that, by the completion of this short link of 130 miles, there will be a new steam route, and the shortest possible from the Mississippi, at the mouth of the Ohio river, to the Atlantic; a new region of fertile soil, and immense deposites of rich minerals brought to the light of day, and to the use of man, by this easy, speedy, and cheap conveyance to market. The cotton bagging, bacon, corn, and tobacco of Kentucky, Ohio, Indiana, Illinois and Missouri will reach the interior of Georgia, Alabama, and South Carolina, over this road and its connections, by a route of 5 or 6 or 700 miles, and in five to six or seven or eight days, instead of descending the Mississippi to New Orleans, around the cape of Florida, to Savannah or Charleston, and thence by railroad, making a voyage of 2,300 to 2,500 miles, requiring 30 to 40 days, or nearly equal to a voyage from Charleston to Liverpool.

Nashville, it will have acquired such an impetus It may be that this proposed line is of that class, if designed, they did not wear out, but they were not of that, notwithstanding it will there meet the steamboats on the Cumberland river, it will be speedily though it did strike us very forcibly, that it would continued on to the Ohio, at some suitable point in pay neither five nor three per cent, to its stockholits course to St. Louis, and also in a southwesterly ders in the way of dividends. In this however, we direction to Memphis-thus securing to Nashville may be entirely mistaken, and to show our readithe advantages to result from being upon one of the ness to be convinced of our error, and to make all immense thoroughfares between the Atlantic and possible amends for the injury we have done, by the form, and in the Boston and Lowell road parallel the states west of the Mississippi, which, within candid expression of our first opinions, we assure rails of 55 lbs. per yard, with 3 feet bearings, have half a century will number at least as many as there the writer of "another railroad route," in this numare now east of that river.

important is it for early and energetic action by the be done on the proposed road, together with any eslegislature of Tennessee now in session. They timate, based on instrumental examination of the should, we think, give this subject their earliest and cost of a road from Saratoga to Watertown, which most dispassionate consideration, that no time need he may furnish us; and we promise further--if he instead of engines from 6 to 8 tons in weight, they be unnecessarily lost in commencing operations; will not again intimate that we have been ploughed complete this work and others of equal importance with-to advocate the project, if he makes out a feawill speedily follow, and then at no distant day will sible route, and a fair prospect that the benefit will the smoke rise from a thousand lofty chimneys be equal to the outlay. within the borders-what are now the wilds-of Ten-

tensively and circulate widely the address of which sibly he may find information there which will in-

We shall refer to this matter again in our next, the pen of one who understands the subject, and du- some idea in relation to railroads of which he nevly appreciates its vast importance, as well to those

"Another Railroad Route."

In the Journal of 4th September, at page 572, we introduced a project for a railroad, with the above caption. We found an article in the Argus, which proposed the construction of a railroad from Saratoga Springs, in a northwesterly direction to the High Falls, in Lewis county, and from thence along Sacket's Harbor, with a branch to Cape Vincent .-This project struck us at the reading, as one of the thousand which have been started, by those who would be benefitted by a work of the kind, rather der them unfit for subsequent usc. than by those who would be likely to build the road, and we spoke of it under that impression—as we do of other new projects when presented to our consideration, without ever having conversed with any one on the subject, and certainly without the most distant idea that any "secret opposition had been at work" or any "undue influence had been bro't to with, it is said, quite too much favor-believing as we do, that railroads should be built wherever the resources of a region will be developed, if the peoprofitable, must pay a large dividend. Many rail-

roads would be profitable to a large portion of the consequence of the increase given to the value of property; such roads however should be built by When this road shall have been completed to the people and property to be benefitted by the work. so, then it should be built, but it did not so strike us, ber, that we shall promptly and cheerfully publish Looking at the subject in this point of view, how any facts or statistics of the business which would

. We would suggest, however, now our hands is

we give a part in this number of the Journal. Its duce him to believe that latteral roads, branching off road nearly parallel to, and not very far, at the farthest, from one of the best railroads and the very best canal in the country; he will at all events find, er dreamed.

For the American Railroad Journal.

Wear of Railroad Iron.

Several articles have appeared in your Journal upon the subject of the "wear of railroad iron;" it appears to me that the recital of a few facts, will aid in the discussion of this matter.

I have not seen the communication of Mr. Ellet, to which your correspondent "R. of Delaware" althe valley of Black river to Watertown and ludes, but I understand from his statement, that Mr. Ellet assumes that the transportation of 500,000 tons of coal or other freight, over a railroad will destroy the rails or injure them to such an extent, as to ren-

> It is further stated that the "Liverpool and Manchester railroad and the Boston and Lowell railroad have found it necessary to renew their rails after having borne 420,000 and 500,000 tons."

The rail adopted originally, by the Liverpool and Manchester company, (the first railway which was used to any extent in England for passenger travelbear upon us." We usually look at new projects ing) was the elliptic or fish-bellied rail, weighing 35 lbs. to the yard, with 3 feet bearings, intended for engines weighing from 6 to 8 tons.

The same rail both in form and in weight, was ple to be benefitted can and will meet the expense of adopted by the Boston and Lowell company in 1834, it. We are not of those who think a railroad to be I think, being the first, or it may be, the second company, which brought the edge rail into use in this country, this rail was also intended for engines of people, if they never paid 5, or even 3 per cent., in the same class as those introduced upon the Liverpool and Manchester railroad.

These rails proved to be too light in both cases for engines even of the class for which they were sufficient strength for the weight which they had to support, and, as a necessary consequence, they broke. On the Liverpool and Manchester road, parallel rails, weighing from 60 to 75 lbs. per yard (five different kinds) with bearings of 3 feet to 5 feet, have been substituted for the original, or elliptic been made to take the place of the earlier patterns. The change in both cases having been made to make the rail suitable to the load which it has to

Engines of much greater weight are used on all railways now, than were those in use ten years ago, are now made to weigh from 12 to 24 tons; this is the true cause of renewing the rails on the Liverpool and Manchester and the Boston and Lowell railways.

I have known an instance of a railway on which nessee, in which the rich minerals now useless to in, to the writer, that if he becomes a subscriber to a plate rail after having performed its office for some

6 years or more with engines in use upon it for which the rail was calculated, say 8 tons, to be at the end cities, that the rails of the Liverpool and Manchesof that period in very tolerable condition, yet when ter line was intended. heavier engines and trains of another road were brought upon it, temporarily, the rails of the road means of transportation because such a rail would in question were almost destroyed in the course of not support an engine of 20 tons with its load of influence brought to bear on you. We supnine months. Such an effect might be anticipated, 600 tons, traveling 20 miles per hour? it is obvious; still this case is precisely analogous to the cases of the Liverpool and Manchester and Boston and Lowell railroads, referred to by your corres-

At page 288 of Pambour, the following statement which had passed over the Liverpool and Manchester railway in the space of 21 months, had reduced the weight of the rail very inconsiderably.

"On May 10, 1831, on the Liverpool line, a mal-"On May 10, 1831, on the Liverpool line, a malleble iron rail 15 fect in length, carefully cleaned, weighed 177 lbs. 10½ oz.; on February 10, 1833 the same rail taken up by Mr. J. Locke, then resident engineer on the line, and well cleaned as before, weighed 176 lbs. 8 oz.: it had consequently lost in 21 months a weight of 18½ oz. The number of gross tons that had passed on the rail during that time, we estimated at 600,000 tons. Thus we see that with so considerable a tonnage, and with the valority of the motion on that railway, the annual velocity of the motion on that railway, the annual loss of the rail was only 1-268 of its primitive weight, so that it would require more than a hundred years to reduce it to half its present strength."

Wear of rails on the Stockton and Darlington railway, (from Wood.)

"Malleable iron rails 15 feet long over which locomotive engines pass, weighing from 8 to 11 tons, wagons and their load 4 tons cach."
"86,000 tons passed over in a year, exclusive of

engines and wagons."
"Weight of rail 1 cwt. 241 lbs." "Loss of weight in 12 months 8 oz."

Other railway companies besides the Liverpool and Manchester and the Boston and Lowell have changed their rails; for example, the Stockton and Darlington commenced with a rail of 28 lbs. to the yard, subsequently changed for one of 35 lbs., and finally to one of 64 lbs. On this rail was 2,560 tons of coal transported, daily, prior to 1839, or at the rate of upwards of 800,000 annually. The London and Birmingham railway company have also changed their rail from 50 lbs. per yard to one weighing 65 and another pattern weighing 70 lbs. per yard. The Great Western rail has been increased from 44 lbs. per yard, which is the weight of the rail for the first 28 miles from London, to one weighing 62 lbs. per yard, both being supported continuously, or upon longitudinal bearings.

I trust that enough has been said to show that changing the rails upon a railway is not proof that the change has been made because the rails have worn out. With about as much propriety one might assert that the Erie canal had not answered the purpose for which it was constructed, because it is being thrown aside for another of greater capacity, for one capable of admitting the psssage of larger boats. The railways of the present day with the engine now used is a very different thing from the railways and engines of 1825 and 1830: for example, in the conditions stipulated by the directors of the Liverpool and Manchester company, in 1829, when they offered a premium of £500 "for an engine weighing 6 tons, capable of drawing on a level plane a train of carriages of the gross weight of 20 tons, including tender and water tank, 10 miles per hour;" it was required that the said engine "with its complement of water in the boiler, must at most not exceed 6 tons, and a machine of less weight will be preferred, if it draw a proportionate weight."

Would it be reasonable to decry railways as a

Washington, Oct. 6, 1845.

For the American Railrod Journaal.

Another Railroad Route.

On a journey, passing through your city, will be found, it will be perceived that 600,000 tons a friend put into my hands your Journal of cent route we are in favor of too, because it the 4th ult., and pointed out to me an article is a part of our plan, we think these roads on page 572, headed "Another Railroad Route." Unfortunately, we live (in the estimation of some folks) out of the world, because we have settled down in northern New York, in the Black river country, and therefore our plans and suggestions and those of disinterested travellers, are to be treated with ridicule and held up to the world sarcastically by those who are so happily situated as to need no "other railroad route." It is not very important to know whether you wrote the article in question from your own knowledge or by information, but we Black river folks at least, disagree with you when you publish to the world that a railroad route from or near Saratoga springs and thence reach the high falls on Black river in the town of Greig, Lewis county, opposite Turin, and then follow the valley of Black river to Sacket's Harbor, branching off to Kingston in Canada by way of Cape Vincent is a project which if built would

> promote the interest of individuals and certain places and accommodate a large number of people, 'turn, nor would the general benefits resulting to community in increased value of property be sufficient to warrant the expenditure."

> and disabuse the public mind.

the public in your first article of the first co-chandize to the west and bringing back the lumn of your Journal, that "it is also the surplus produce, as well as for those emigrathis is so, which I cannot doubt, what an in- We could at least vie with the more favored jury then, have you done us in thus condem-portions of our state, and Lewis and Jeffer-

It was for such engines and such loads and velo- ning a feeble effort of ours to get relief in our neglected and sequestered situation. We have a right to suppose that some secret opposition has been at work and some undue pose you are in favor and approbate the Ogdensburg and lake Champlain route, the Saratoga and Whitehall route, Rome and Watertown route, Syracuse and Oswego route. So are we. The Watertown and Cape Vinwill be built, we think they are wanted, and we also think that the "other railroad route" in question will be built; but to the subject.

Before you condemn let the subject be examined. Take the map and suppose yourself at Ballston or Saratoga springs, from there mark the spot where the Moose and Black rivers unite, then follow down the Black river and mark again Watertown, the centre and capital of Jefferson county; then mark again Sacket's Harbor, and Cape Vincent. By this route, lake Ontario at Sacket's Harbor, can be reached from Albany in a distance of 163 miles, and Cape Vincent, which is opposite Kingston in Canada, in 180 miles. You can add the distance to New York city and Boston. And here let me ask you for a shorter route from the Hudson to lake Ontario? - This route is feasible and 139 miles of railroad is all that is lacking to unite us to our commercial cities: 56 of the 139 miles, is the distance from Sacket's Harbor to the high falls, and the yet the shareholders would not derive adequate re-rise is gradual and a trifle over 400 feet .-This route, besides being the shortest to Boston and New York city, will have no state You quote the article, or its sentiment, from tolls to pay; it is an inland route, which in the Albany Argus, which paper latterly has connection with its summer termination opened its columns, and indeed, invited dis-Sacket's Harbor, which is a military post, is cussion on suchlike projects, and has shown, of no small consequence in a state and na-I think, a more liberal spirit in railroad mat-tional point of view; it would carry all the ters than the Journal you are the editor of fashionable travel from Saratoga and Ballston has. We consider your article which I al- in the summer season to Niagara and the lude to, as wholly gratuitous, and the only lakes; it would take the whole travel from amends we can ask or hope at your hands is Canada West in the summer in connection that you will permit me to correct your error with steamboats on the lakes, as the shortest route to the Atlantic; and in the winter it I claim this at your hands. Your Jour- would of necessity as well as being the shortnal is received as a text book in many parts est route, take the whole travel in connection of this state and the eastern states, on railroad with the Canada railroad, of Michigan, north subjects, and what you condemn or approve part of Illinois, Wisconsin and Iowa; it can and does exert an influence for good or would rival the Erie canal and the railroad for evil in the minds of many. You tell on its banks, for the transportation of merbest medium for placing the merits of new ting west. I say nothing of the benefit that undertakings fairly before the public." If our country would secure in the operation.

son alone would increase in a much greater tion of the recent accidents on the Eastern Counties, their approbation and support to so beneficial proportion in population in the first ten years after the road was built than any other counties. We have the means, the materials, enterprize and men and we only want the facilities.

I refer you to the Albany Argus of 17th ult., to a communication dated on lake Huron, 3d September, signed "J." and headed "The Great West-the Present and Future." In speaking of the facilities afforded by our Canada neighbors for reaching lake Ontario and of the comparative prices of transportation from the west to Buffalo and Oswego, he closes the communication as follows:

"Looking at the clear probability of this tendency of trade and travel on to lake Ontario through the Canadian improvements, it will soon become important for us in New York to decide and to act upon the best course to draw both towards the Hudson river. The fact that tolls are required upon our central line of railway, is stimulating Boston to attempt to monopolize this trade and travel by a railway over the Green mountain to Burlington and an extension of this line from Platsburg to Ogdens-

"The prospect of the success of such a work is not perhaps quite equal to the magnitude of the design; yet if accomplished, it would be no aid to New York. In looking forward to results from any other position at the west, the intelligent mind, free from prejudice or local attachment, will scarcely fail to come to the conclusion that this trade, will to a large extent flow down the St. Lawrence unless our canals shall be improved and the tolls properly graduated; and unless there shall be established a good railway communication between lake Ontario and the Hudson river at Albany."

In your remarks, above referred to, you say:

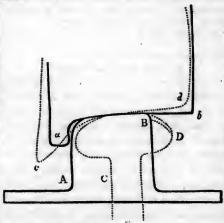
to be built. The first is where great public interest will be promoted: where an easy, rapid and cheap communication will be opened between two impor-tant points and thereby benefit communities—these should be built at the public expense if individual enterprize is not equal to the task. These should be built even if the immediate returns will not meet the outlay. The other class is where many interest will be promoted, and the returns are sure to be am-ple or remunerative to those who invest."

Now, sir, "J," from lake Huron points to our route, and in my humble opinion, it comes within your rules.

To conclude, I say that although we live in the north, far, far away from railways and canals, we cannot with complacency see our hopes and projects ridiculed or laughed at. I trust we will succeed in getting hereafter a more favorable opinion from you, of our route, and I may, perhaps, awaken curiosity in some persons to examine and fall in with to any one and possibly good may result. the project, who now, like yourself, may have prejudged our case, saving that this plan is to promote the interests of individuals

Railroad Accidents.

England, railway, that the managers of our rail-



A B, Great Western rail. C D, Eastern Counties' rail.

a b, flange suited for Great Western rail. c d, flange used for Eastern Counties.

Counties' line.

Messrs. Slaughter and Stodhert of Bristol. the Great Western and Eastern Counties' lines. in the outlay.

The dark lines represent Messrs. Slaught-"There are two classes of railroads which ought er and Stodhert's wheel and the Great Western rails, and the dotted lines exhibit the Eastern Counties' pattern. Now if any it would mount, and cutting the rails, like shears, the engine would run off; whereas engine would pass in perfect safety.

As stated at the meeting, the engines have that the makers will substitute other wheels Circuit, in Liverpool, before Baron Rolfeat their own cost.

Central Railway Stations.

the day in England, to bring the stations of several railways together. We like this plan as it saves to see it become more general in this country. The cle and Leeds Mercury, may be read without injury

* It appears that two engines were built with the As like causes under similar circumstances, produce like results, we place the following explanaduce like results, we place the following explanais required for the Eastern counties' Railway.

an undertaking; we allude to the determinaroads may be upon their guard. The article is from tion taken by the South Staffordshire Juncthat excellent periodical, the London Railway R: tion, the Oxford, Worcester, and Wolverhampton, the Grand Junction, and the proposed Shrewsbury, Wolverhampton, and South Staffordshire Junction, to have a grand station for all the railways as near the centre of the town as possible. The bottom of Queen street is the spot we have heard named for the joint terminus.

Sites of the new Railway Stations at Leeds. Though some degree of uncertainty still exists as to the precise situation of the combined railway stations at Leeds, we may mention, generally, that both these stations will be on the south side of the Wellington road, at the entrance from Bradford to Leeds; that for the North Midland and Bradford and Leeds station united nearly opposite the exchange, at the point where Bishopgate street and Welllington road unite; and that for the Leeds and Dewsbury, and Leeds and Thirsk railways, near the Wellington Inn, in the vacant land between that place and the manufactory of Messrs. Gott, at Bean We call attention to the explanations given Ing. The distance of these two stations by Mr. Bidder, at the meeting of the Nor-from each other will scarcely exceed three folk railway company yesterday, as to the hundred yards; and the question will natu-cause of the late accidents on the Eastern rally arise whether they could not be united These explanations, and for the use of all the four railways, parthe statement made by Mr. Peto, appear to ticularly as there is plenty of room scheduled set the question at rest. The engines referred to were made by Bean Ing from west to east, and from the Wellington road and the river, from north The following rough sketch (not to scale) to south. This station amalgamation would will show the difference between the rails of effect, we understand, a saving of £50,000

Infringement of Patent.

Railway Improvement.-The following statement from the Mining Journal, shows that some of our joint were "out," even a quarter of an inch, Yankee inventions are esteemed valuable by English engineers and machinists.

"We have always been opposed to mothe bevelled flange instead of mounting and nopoly of every description, and particular-cutting, would press against the side, and the ly infringements of patents—the produce of years of toil, anxiety, and expense, to the inventive mind of the projector. A trial was been taken off the line, and we understand instituted on Wednesday last, at the northern Newton v. the Grand Junction railway company-for an infringement of patent; a We perceive that it is becoming quite the order of case which excited considerable interest in the railway world in that vicinity. the railway world in that vicinity. The ac-tion was to recover compensation from the much inconvenience to travellers. We should like Grand Junction railway company, for the infringement of a patent taken out by the annexed articles from the Wolverhampton Chroni. plaintiff on the 15th of May, 1843, for imcle and Leeds Mercury, may be read without injury provement in the bearing of axles of railway carriages, and other axles, where great We are glad to hear that Wolverhamp-friction existed. A plea had been attempted ton is about to take its proper place as a to be put in, that the plaintiff was not the original central railway station; we have been ginal inventor; but that it was a communitoo long in the back ground, and have no and certain places and not the public and that doubt that not only our fellow-townsmen, but it is, as you say ironically, "another railroad route."

| Can, from Boston, who had sold it to him when at Liverpool in 1843, but which was overruled by the court. The invention is one of great importance in diminishing the wear and tear of locomotive engines. It consists in lining the semicircular brass 'step' of the axle which rested on the axle, and

ness, which was prevented from spreading nearly 600 miles. and yielding to the pressure by a brass fillet along its edge. The step was lined by first or 'journal,' as it was called, running in the alloy while in a state of fusion: this alloy, in cooling, adhered to the tin, and beclosely to the journal, or axle, which revolved it. The great advantage of this arrangement is, that it diminishes friction in preventing the heating of the axles, in needing a smaller supply of oil, and in enabling the bearer to run for a much longer time without the necessity of renewal or repair. Mr. Fothergill, foreman to Sharp and co., stated that he had been many years employed in the manufacture of railway carriages, and that this improvement was new to him, until the appearance of the patent in 1843. It was a very great improvement, and extremely useful in diminishing friction and the eminent engineer to the London and Birmingham line, Mr. Fairbairn, of Manchester, Mr. Benjamin Cubitt, Mr. Thomas Wilkinson, foreman to Boulton and Watts, Soho Works, Mr. Benjamin Lewis, Mr. Edward M'Connell, engineer to the Birmingham and Gloucester railway company, and many other first rate engineers, all bore testimony to the general advantage of this invention .-Mr. Michael Allison, of the locomotive department to the Liverpool and Manchester railway company, also corroborated the benefits derived from it, and that there had been a very great and marked improvement in the running of the engines since the introduction of this method; the Kingfisher, the Heron and the Ostrich, were fitted up with these railway accomplishes. The public are too and liberality, to which, however, the bearings. Formerly the brass bearings on the last to regard a railway with exclusive refer, ficial effects of a railway establishment in old construction, would run from 400 to 1000 miles; they now could run, if fitted with holders, and the quotations of the stock mar-ed. By offering well-paid employment in this patent, from 4,000 to 10,000 miles. The ket, occasionally, perhaps, diversified by active districts through which it passes a Kingfisher had run 20,000, and the bearings cidents, extortion, and official impertinence. were still in good condition. A bearing was produced that had run 32,000 miles without repairs. The jury, after giving due consideration to the importance of the case—as it ly but surely effected by the traffic of a rail-ample it sets of giving fair wages, but alaffects the patent inventions of the scientific way across a country previously unembraced so by diminishing the supply, and equalizing men in this country generally, where rail-by its iron arms are either unknown, forgot-it with the demand. All the trades and manways and machinery are so rapidly on the ten, or unheeded. Yet do they deserve to ufactures summoned by a railway to aid in increase—returned a verdict for the plaintiff be recorded, and the crude opinions of the of £1,000, which gave universal satisfaction to the engineering gentlemen present. It is really "too bad" that a company like the Grand Junction railway—one of the most profitable lines in the united kingdom—and the employment of industry, and the wealth which that employment gentlement gentlement and the wealth which that employment gentlement and the wealth which that employment gentlement gentl should resort to such an illiberal action as erates; and this has not been done merely by miner, the mason and the bricklayer, the

bore the weight of the carriage, with an al-Rotherham, York and Scarborough, North tiply those fifty miles by forty, which will loy of a softer metal of considerable thick-British, Whitby and Pickering, a territory of give him the number of miles of railway

Rationale of Railroads.

polishing the inside, tinning it, and then platof railroads," is from the London "Iron Times," a human labor. It is true that a railway cancing it within a mould the size of the axle, journal which puts forth many good things. The not be constructed without throwing out of views of the writer are so entirely in accordance employment, or rather directing into other came incorporated with the brass step, fitting much gratified to see it extensively republished by ery great change, and the prejudicial effects of those papers who receive the journal. It states facts which are both limited & temporary. As well which ought to be universally appreciated.

We said the other day, that the genius of iron was in the ascendant; we may say, indeed, that this is the age of iron, not such as the poets foretold, an age of hard-heartedbeneficent age of iron, however, has its enemies and depreciators, who, if they cannot charge it with absolute uselessness, are determined to see in it nothing but a tendency preventing heat. Mr. Robert Stephenson, of the country. It is too late in the day to made stable. The most cursory observation press may dilate, and the ignorant, the unof the material enterprize of our country what are the genuine aspects, moral and physical, in which this age of iron should pre-uniform of the humblest porters betoken a the infringing the hard and scientific labors of ingenious inventors.

erates, and this has not been done interest by wheewlright and the coach builder, instead of wheewlright and the coach builder, instead of other, but by creating new modes of employment which would not have been called into as in times of depression and slackness, is Mr. Hudson's empire (over railroads,) extends, says the Railway Express, over the York and North Midland, 76½ miles; Hull and Selby, 31; Leeds and Selby, 20½; North Midland Counties, Hull are trucks—its secretary, clerks, engineers, dries sons, who, two or those years ago, received Selby, North Midland Counties, Hull are trucks—its secretary, clerks, engineers, dries sons, who, two or those years ago, received selby, 1281. North Midland Counties, Hull are trucks—its secretary, clerks, engineers, dries sons, who, two or those years ago, received solves. Selby, 178; Newcastle and Darlington, 66; vers, police, porters, and constant succession but 18s. a week, are now freely obtaining Great North of England, 45; Sheffield and of laborers in all departments, and then mul-from 25s. to 30s.; and agricultural labor-

now in operation throughout the kingdom, he will have some idea of the infinite varie-The following excellent article on the "rationale ty of demands made upon human skill and with our own and yet so much better expressed than channels, the old modes of conveyance; this we could do it, that we adopt it entire and should be is a consequence necessarily attendant upon evmight it be charged upon Arkwright and Crompton, as a crime that they had superseded the spinning jenny as upon Stephenson and Brunel that they had abolished stage coaches; and at this moment, although postness and comparative poverty; but rather an masters may be at a discount, and travellers age full of golden opportunities for the advancement of the civilization of man. This a roadside inn, yet the number of horses used, and the number of inns frequented, have been increased at least tenfold by the establishment of railways. Not only have these new sources of industry been developed, but the to mad speculation, and to exhaust the wealth wages of industry have been advanced and doubt the varied advantages of a railway (the mightiest offspring of this iron age); but railway speculation and railway bubbles of all persons employed on a railway, from the bighest to the highest to the large of the lar form by no means a bad theme whereon the press may dilate, and the ignorant, the unthinking, and the timid may dwell with cred-ulous avidity. Against this irrational view obedience, and evidently impressed with the we have already frequently protested, and responsibility of his position, is not the chairwe cannot perform our duty more satisfacto- man of the company, as the crowd of pasrily than by pointing out, from time to time, sengers imagine, but simply the station clerk. sent itself to the eyes of our countrymen .- thriving race, unequalled elsewhere by la-We will just glance, for example, at some of borers of the same class. These are the dithe more prominent ameliorations which a rect effects produced by railway management apt to regard a railway with exclusive refer-ficial effects of a railway establishment in erence to attorneys, counsel, directors, share- its operation upon wages must not be confiners in the same part of the country are get- a charter from the state, and by its untiring ting 15s. to even 18s. a week, more than exertions the work has been completed. three times as much as they get in some The Cincinnati Gazette, speaking of the reparts of the west of England. Other causes sult of this enterprize, says: may have contributed to this improvement, but the most potent has been the exhilerating one more arm by which she stretches her ininfluence of railway enterprize.

Railway Accidents.

The importance of investigating whatever is offered as a prevention of accidents on railroads induces us to copy the following from the London Railway Express.

visited Birmingham, and witnessed, in com-pany with Mr. Maconnell, of the Gloucestsr line, and Dr. Melson, Mr. George Heaton's of business in the Whitewater valley next experiments on the effects produced in a system of rotating machinery by the neglect of and Cambridge city, situated on the National proper attention to the accurate balancing of road, at the head of navigation, surrounded the revolving parts; particular reference being directed to the engines and carriages of cond Dayton.—Balt. American. railways, as connected with a class of accidents in which, after a violent oscillation and rails, dragging with it the tender and carria-ges attatched. The apparatus invented by Mr. Heaton for the illustration of this subject these gentlemen. The mill is in full operais of a very ingenious construction, and may tion and doing a very large business. be made to travel or rotate with a smooth and equable, or with an agitated and oscillatory motion, as it is accurately balanced or thrown out of balance in a variety of ways. It is thus shown that, unless the weight of the cranks of the engine, with their connecting rods, be counterpoised, and the wheels of the counterpoised and counterpoised the counterpoised and counterpoised the counterpoised and counterpoised the counterpoised and counterpoised the counterpoised the counterpoised and counterpoised the counter carriage themselves, which are generally out ly ascertained that no grade over 40 feet to the mile of balance, be more carefully constructed, a cause is continually in operation which must inevitably, if the velocity be urged beyond a certain limit, varying with the amount of uncompensated weight in rotation, throw the tion of the line. The hammering, jerking, it is also found that in the line from Boston to those should ring oscillating and imposing protein places, a further saving of distance may be made of the line. train off the line. The hammering, jerking, it is also found that in the line from Boston to those shouldering, oscillating, and jumping motion of railway engines are successively innitated; and the loss of power, entailed by the neglect of counterpoise, is shown far to exceed all the importance which has heretofore been attached to it. We understand that General Pasley was occupied during five hours in investigating and recording the results of the various experiments, and we are glad to find that the attention of the scientific is at length drawn to those facts which were many years since discovered by Mr. Heaton, and 5 years gravel, with scarcely any clay or other hard stuff ago publicly promulgated and exibited by Prof. Melson, his coadjutor in this important

The Whitewater canal, which connects
Lawrenceburg, on the Ohio river, with Cambridge, Indiana, on the National road, is now completed.

The entire length of this canal is 76 miles. It was company to the Contract for carry-dependence of the same month in 1844, of \$1,766 64.

HOUSATONIC RAILROAD.—The receipts for freight during the month of September amount to \$8,790 84—and for passengers and mail to \$4,571 89—making a total of \$13,362 73—being an increase over the receipts of the same month in 1844, of \$1,766 64.

HARTFORDAND NEW HAVEN RAILROAD

CHARLESTON AND NASHVILLE.—There was a great meeting at Charleston on the 4th increase for the company was made last week at Augusta, at 90 dollars per share, cash.

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CHARLESTON AND NASHVILLE.—There was a great meeting at Charleston on the 4th increase for the company was made last week at Augusta, at 90 dollars per share, cash. completed. The entire length of this canal is 76 miles. It was commenced by the state of Indiana in 1836, and finished to Brookville, a distance of 30 miles, in 1840. About this time the finaces of the state became embartime the finaces of the state became embartime. The early morning train up is discontinued, and the rassed, and she was compelled to descontin- evening train hastened in its departure ue operations on all her public works, lea-ving \$450,000 worth of work to be finished T rail.

western forests puts a spindle in motion at the north, or elsewhere, we are assured the informed by a friend who has travelled over the proposed road from Worcester to Greenfield via Barre, and Dr. Melson, Mr. George Heaton's of business in the Whitewater valley next periments on the effects produced in a system. western forests puts a spindle in motion at the

Reading Iron and Nail Works.—Messrs. jerking motion, the engine leaps from the Seyfert and M'Manus former partners have be-

Miscellaneous Railroad Intelligence.

VERMONT CENTRAL RAILROAD.—The final surveys for the Vermont Central railroad are progressing ra-pidly, and on the 16th inst., it is expected that a loca-Rutland routes equal, so far as Ogdensburg and Montreal are concerned, and to Burlington only 8 miles of advantage in favor of the Rutland.

Preparations are making for the relaying of the Hartford and New Haven railroad with the heavy

PROVIDENCE AND WORCESTER RAILROAD.—At a meeting held on Wednesday, the following named gentlemen were elected directors for the current year. The Cincinnati Gazette, speaking of the result of this enterprize, says:

The result will be that our city will add one more arm by which she stretches her influnence and control far into the interior of this rich valley, (the Whitewater) while it will be put in reach of a valuable market. It will now rapidly develope its resources, and as it is said that every tree cut down in the western forests puts a spindle in motion at the

ny .- Greenfield (Mass.) Gazette.

A railroad is now in operation from Cincinnati to Xenia, and proposals are invited for the continu-ation of the same to Columbus. The Cleveland people are moving for the construction of a railroad from that city to Columbus; thus completing a railroad communication from the Ohio river at Cincinnati, to Cleveland. There is already a canal in operation from Portsmouth (on the Ohio) to Cleveland,

It is proposed to extend the Louisa railroad from Gordonsville to Harrisonburgh in Virginia, with a view to its being hereafter continued to Parkersburg on the Ohio.

The Stockholders of the Chesterfield railroad co. have determined to charge only so much for transportation hereaster, as will enable them to declare a dividend of six per cent.—Riehmond Enq.

Madison and Indianapolis Railroad.—The report of business on this road for the week ending 27th Sept. shows a handsome increase over the preceeding week, which was one of the heaviest since the open-ing of the road. Passengers 292 and produce and merchandize in large quantities.

"We hope" says the editor of the State Journal,

that every one will preserve these weekly statements, that they may have at hand, at all times, facts showing what has been contended for by those conversant with the subject, that the ratio of increase of business, or receipts of the road, are more than equal to the square of the distance of its extension.

We hope so too, for this is an important fact which ought to be, though it is not generally known. Extend the line and the income will increase in a compound ratio.

South Carolina Railroad.—The increase of bussouth Carolina Rallroad.—The increase of business on this road for the last 9 months, ending 1st of October inst. has been \$123,333. The following are the receipts for the last 4 years, commencing on the 1st of Jan. of each year, and ending on the 30th Sept. each embracing a period of nine months, viz: 1842, \$234,351; 1843, \$256,908; 1844, \$300,774; 1845, \$357,684. These sums are exclusive of the profits of the S. W. R. R. Bank, and the contract for carrying the U. S. Mail.—Charleston Patriot.

sures for the completion of a railroad between Charleston and Nashville. The mayor of the city presided, and speeches were made by Col. Gadsen, and Richard Yeadon.

STEAM CANAL PACKETS.—A meeting was held in Reading last week, for the purpose of considering the feasibility of forming a company, to place a line of steam packets on the enlarged canal in the spring, to ply between that place and Philadelphia. It proposed to carry about 100 passengers and 20 tons of merchandize at low rates, and run through the complete was a monitated to confer on a line nearly 40 miles in length, between Brookville and Cambridge, to complete the canal. At this juncture a company procured is said that the work will be prosecuted with vigor.

Trail.

Providence and Worcester Railway.—The whole of the stock of this road has been subscribed, and it high rates of fare charged by the railroad company, instigated this movement.—Miners' Journal.

Courier (published on Mondays and Thursdays) is at a switch, left wrong by accident or design.

believed to be more extensive than that of any other similar Boston Newspaper. This publication emlaid down, or removed, without cutting or displacing Courier (published on Mondays and Thursdays) is at a september of the more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared in use with great accuracy. The Weekly Courier contains simple the second provided only the second provided on the second provided on the second provided only the second provided on as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to

maintain its reputation in this respect. TERMS OF SUBSCRIPTION.

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quality warranted. Address

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j5a3 Albany Iron and Nail Works, Troy, N. Y.

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2 8-horse " " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists, Alexandria, D. C. May 12tf

BOSTON COURIER, DAILY, SEMIWeekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly end of the semi-We

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,

New York

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS,

Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manulacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 14 in. to 24 in thick.—bored and turned
outside if required. Railroad Companies wishing
to order will please give the great inside diameter. to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jaca Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descripio ns.t

TO RAILROAD COMPANIES AND MAN ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, ja45 N. E. cor. 12th and Market sts., Philad., Pa

> FROM NEW YORK. New York and Harlem Rail-

road Company.

Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams; 2, 3, 4, 2, 5.20, 6, 6.30, road, Company.

2.40, 5, 5.40, 7.20 p.m. White 2.40, 5, 5.40, 7.20 p.m. White 2.40, 5, 5.40, 7.20 p.m. White 2.40, 5, 5.40, 7.20 p.m. White 2.40, 5, 5.40, 7.20 p.m. White 2.40, 5, 5.40, 7.20 p.m. White 2.40, 5, 5.40, 7.20 p.m. White 2.40 p.m.; arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2½ p.m.; arrive in Washing-Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and the Houghton, will leave on Tuesday, Thursday, and the Houghton, will leave on Houghton, will leave on Tuesday, Thursday, and the Houghton

For Albany and Troy, direct, at 6 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Trive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

except Sunday. Leave Norwich, at 6 a.m., and 41 p.m. Leave Worcester, at 10 a.m., and 41 p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Sunday.

New York Train, via Long Island Railroad. Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 74 a.m., daily, except Sunday, and arrives in Norwich at 94.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than

Fares are the cars. EMERSON FOOTE. Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This coment is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets immediately, solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by

JOHN W. LAWRENCE,

142 Front street, New York.

32 ly promptly attended to at this office.

SUMMER ARRANGEMENT-FARE REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the tollowing reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10. Baltimore to Petersburg \$7.50. Baltimore to \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line.-Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston S. C. at 6 am.

11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Will-kours, and to the latter in fourteen and a half hours, liams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; and to Charleston, S. C., in fifty-one to fifty-two at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

ONG ISLAND RAILROAD.--EVEN-ing Line for Newport and Providence. Fare 50 cents.

Every Tuesday, Thursday and Saturday, from the foot of Whitehall street, at 41 o'clock and from Brooklyn depot at 5, p.m.
On the arrival of the train at Greenport, passen-

gers will proceed immediately in the steamer "New Haven," direct. 2t 39

BOSTON AND PROVIDENCE RAIL-road. Dedham Branch Railroad. Stoughton Branch Railroad.

Fall arrangement, to commence Monday, September 29, 1845.
Steamboat train for New York via Stonington,

leaves Boston at 41 p.m. Accommodation trains, leave Boston at 8 a.m. and 3½ p.m. Leave Providence at 8 a.m. and 3½ p.m. Fare in first class cars, \$1 25

" second " 85

Dedham trains, leave Boston at 9 a.m. 3 p.m. and 6 p.m. Leave Dedham at 71 a.m., 101 a.m.

and 41 p.m. Fare 25 cents. Stoughton trains, leave Boston at 12 m. and p.m. Leave Stoughton at 8 a.m. and 2; p.m.

Fare 50 cents. W. RAYMOND LEE, Sup't. Sept. 15, 1845.

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant. Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,

31 ly

PALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily

Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 1½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the

sylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket of-

fice daily, Sundays excepted, at 31 p.m. for Cockeys-ville, Parkton, Green Springs, Owings' Mills, etc. Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

31 1y Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x inch Flat punched Rails, Bars

18 feet each. 100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 24 x 4 inch Flat Rails.
ALSO—A STEAM PILE DRIVER, built by

"Dunham & Co." which has never been used, and cost originally \$5000. s20 2m ja45

Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. cents per mile for intermediate distances. s13 ly

'ENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.
This Road is open for the trans-

portation of Passengers and reight. Rates of Passage, \$8 00. Freight Freight. On weight goods generally... 50 cts. per hundred. On measurement goods 13 cts. per cubic ft. On measurement goods On brls. wet (except molasses

.....\$1 50 per barrel. 80 cts. per barrel.

40 cts. per hundred.

On molasses and oil......\$6 00 per hhd.
Goods addressed to F. Winter, Agent, forwarded free of commission.
THOMAS PURSE,
40 Gen'l. Sup't. Transportation.

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 26 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 c'clock a.m. from

Lexington, and 2 o'clock p.m. from Frankfort The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

EARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to James P. Allaire,

James F. Alland,
Peter Cooper,
Murdock, Leavirt & Co.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. Philadelphia, Pa.

J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.

35 1y

DAVIS, BROOKS & CO., 30 Wall st., N. York.

BALTIMORE AND OHN

Great Western Mail leaves Baltimore every morning at 7½ and Elicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with—the Washington Trains at the Relay. House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Browns-ville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between "siock of said company heretofore issued and certimical and and Baltimore 5½ P. M. Fare between through to Wheeling \$11 and time about 32 hours.

The said company shall be released from all liabilities with the said company shall be released from all liabilities of P. M. Fare between "may have against them, with this exception only, that in case any holder or holders of the capital "stock of said company heretofore issued and certimical and and Baltimore 5½ P. M. Fare between through to Wheeling \$11 and time about 32 hours.

The said company shall be released from all liabilities of P. M. Fare between the state any demand which the state "may have against them, with this exception only, "that in case any holder or holders of the capital "stock of said company heretofore issued and certimical and time about 32 hours.

Said the New York and Eric Railrom.

May, 1845, it is provided that, if within 6 years from the passage of the law the company shall be released from all liabilities and a branch to Newburgh, in Orange county, then "the said company shall be released from all liabilities and a branch to Newburgh, in Orange county, then "the said company shall be released from all liabilities and with the lines of Post Coaches the said company shall be released from all liabilities and the said company shall be released from all liabilities and the said company shall be released from all liabilities and the said company s "and the right to craim upon such outstanding such,"
"and the said company shall pay into the treasury of
"the state, upon the order of the comptroller, any and
"all dividends upon such outstanding stock, and the
"comptroller shall apply the same to the credit of
"said company, until the state shall receive in such 'dividends, so much of their said debt of three mill-"ions of dollars and the interest thereon, as would be
"the proportion of such outstanding stockholders to
"pay, provided the whole debt of three millions of
"dollars and interest thereon were collected ratably 'from all the stock of said company now outstand-

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec"retary of said company, within thirty days after the
"expiration of the six months mentioned in the last 'preceding section, to file with the comptroller of the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provis"ions of the last preceding section; and whenever
"any dividend upon the stock of the said company
"shall be made, it shall be the duty of the board of
"directors to notify the comptroller of such dividend,
"and upon payment of the dividend aforesaid into
"the treasury, the comptroller shall furnish to said 'company a receipt for the portion of such dividend "belonging to any stock not surrendered and ex-"changed in pursuance of the last preceding section "of this act, and said company shall surrender to "the holders of such stock the receipt of said comp-"troller in lieu of said dividends."

It will be seen that on or befere the 14th of No-It will be seen that on or befere the 14th of November next, each and every holder of the stock of the company must decide whether he will avail himself of the provisions of this law by surrendering his stock and receiving one share for every two shares thus surrendered. With reference to holders who neglect to avail themselves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect board of directors consider it their duty to protect
the interests of the stockholders by giving all possible publicity to that portion of the law relating to
the outstanding stock, that all may have an opportunity for an early compliance with the provisions
of the act. By order of the board of directors.

398t T. S. Brown, Acting secretary.

OFFICE OF THE NEW YORK AND Eric Railroad Company. No. 50 Wall st. New York 4th October, 1845.

Notice is hereby given that the sum of three millions of dollars, required by the law of May 14th, 1845, has been subscribed to the capital stock of 25,000 to 30,000 made weekly.

35 ly

The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

The Subscribers are required to make a payment of five dollars on each share, at the office of the company, on or before Thursday, the 16th of October inst.

By order of the board of Directors. T. S. Brown, Acting Secretary.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 431

THURSDAY, OCTOBER 23, 1845.

[WHOLE No. 486, VOL. XVIII.

. THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING.

 One page per annum.
 \$125 00

 One column
 50 00

 One square
 15 00

 One page per month
 20 00

 One column
 8 00

 One square
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 One square " "
Professional notices per annum.....

ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.) TROY IRON AND NAIL FACTORY, H. Bur-TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Company. pany.

SETH ADAMS, Engineer, South Boston, Mass.

STILLMAN, ALLEN & Co., N. Y.

JAS. P. ALLAIRE, N. Y.

H. R. DUNHAM & Co., N. Y.

WEST POINT FOUNDRY, N. Y.

PHŒNIX FOUNDRY, N. Y.

R. HOE & Co., N. Y.

ANDREW MENEELY, West Troy. (See Adv.)

JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE, do.

HINCKLEY & DRURY, Boston.

C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.

BALDWIN & WHITNEY, Philadelphia, Pa.

IRON MERCHANTS and IMPORTERS.

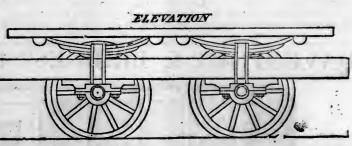
DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn

(See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia. (See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

SLAN MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the fol-Safety Beam lowing circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-oo phia, Wilmington and Baltimore railroad. On the passage of the evening train of cars from Philadelphia Safety Beam to this city, an axle of our large 8 wheeled



Section

the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

passenger car was bro-ken, but from the par-

ticular plan of the con-struction, the accident

was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, un-

til the train, (as was

supposed from some circumstances attending the case,) had passed several miles in advance of the place

where the accident occurred, whereas had the car been construct-

ed on the common plan

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat spikes, from 2 to 12 inches in length, and of any form and Managers are respectfully invior head. From the excellence of the material alled to examine an improved SPARK ways used in their manufacture, and their very general use for railroads and other purposes in this counth ways used in the country of the material alled to examine an improved SPARK are stated by eral use for railroads and other purposes in this country undersigned. eral use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market

rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by 1. & J. Townsend, Albany, and the principal Iron mer-chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadetphia; T. Jan-viers, Baltimore; Degrand & Smith, Beston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

NO THOSE INTERESTED IN Railroads, Railroad Directors

Our improved Spark Arresters have been extensively used during the large them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

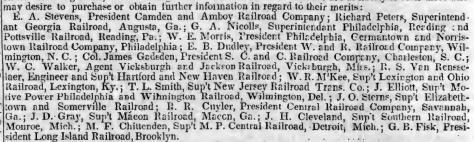
Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

Rew York: J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

DATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manutactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in rails, to any amount and on short notice. Almost rails, to any amount and on short notice. Almost States (Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintend.



Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

le terms.

Philadelphia, Pa., April 6, 1844.

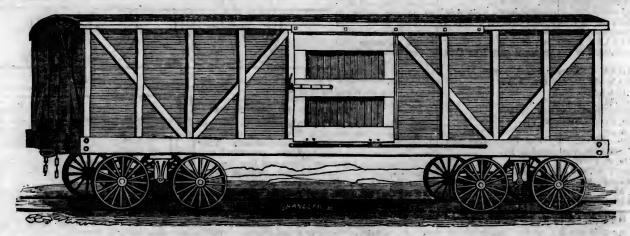
** The letters in the figures refer to the article given in the Journal of June, 1844. ble terms.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Moroeco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Fariners, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, no only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

AILROAD IRON AND LOCOMOTIVE! RAILROAD IRON AND LOCOMOTAL TYPE Types imported to order and constantly on hand by

A. & G. RALSTON

Mar. 20tf

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders.

The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componics, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms vet, a vantageous to the varied interests connected v their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer, N. Y.

Albany, N. Y.

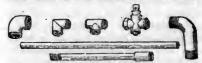
Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILD-etc. The Subscriber having made important TERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

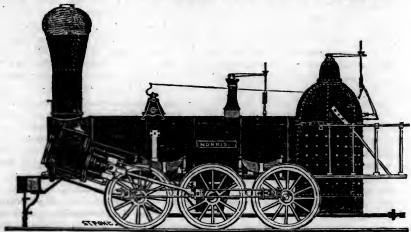
From 4 inches to 1 in callibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, will Slop Cocks, T. L. and other fixtures to suit, filting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and sther STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walaut Streets, PHILADELPHIA.

NORRIS, LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip

. 15 inches Diameter of Cylinder, × 20 inches Stroke. Class 1. 66 14 2, 66 1 , 16 $\times 24$ 46 3, . 66 \times 20 141 66 , . . 66 . 46 124 66 × 20: ".

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 \times 20

 \times 18 104 With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives, Tenders and Cars.

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NORRIS, BROTHERS.

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RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at for Rails of all killus. Address the Maryland. Jennon's Run, Alleghany County, Maryland. WILLIAM YOUNG,

iv451m President. TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Biruninous Coal and Iron Ore, of the first quality, at
Ralston, Lyoming Co., Pa. This is the nearest
point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL ALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and cast of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-&c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern snop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45; that the trained by which with a shad not 45x40 feet.

feet two stories high, with a shed part 451 x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
innadelphia.

YRUS ALGER & CO., South Boston Iron Company.

The Iron Trade of Europe.

This branch of European industry, great as it has always been considered, is assuming a still more important aspect. The demand for railways, ships, buildings and bridges all of which are comparative—which has been caused, partially, through in the lower Loire, that had not been at work the new applications of the article is now and will ly new applications of the article, is now and will investments of capital must be speedily made in its manufacture, both in Europe and this country, or the prices will be so high that important enterprizes will be checked in their progress and suspended before completion. We recently published an article from the London Mining Journal on the probable demand and means of supplying it, which ought to be read by our iron masters and capitalists more generally than it can be unless republished, as we requested, by those with whom we exchange. It appears to us that more useful information could not be given to their readers.

We now give another article on the same subject

neavy transactions have taken place in pig iron, at £4, though many holders are not selling under £4 10s. per ton; bars are quoted at £9, with considerable business doing, and the prevailing opinion is, that prices must go up. The Staffordshire iron masters

The Paramir slower in the amendration of the amendration of the amendration of the fort, La Rochelle, Bayonne, and Toulon.—

The Paramir slower is the taken being structed at Brest, Cherbourg, Indret, Roching of cast metal is adopted, and has the prices of Baucin, in the Jura, the gas from the ligh furnaces is employed for heating a steam engine that works the bellows. At the manufactory of Ichoux and Pontens, structed at Brest, Cherbourg, Indret, Roching of cast metal is adopted, and has under an advance of 20s. per ton on bars, and 10s, on pigs. There is nothing in the present aspect of affairs to lead us to doubt, but that these prices will be maintained, or even still further advanced, as the demand for The building of iron vessels, which less than Meuse and Montblainville, gas is used for railway iron must continue for years. We half a century ago, would have been looked puddling from a refining furnace, heated with a century ago, which is the anxioty to garring more re-icharcoal and a mixture of dry wood. The utmost profit that this demand will create, the nown, not only in this country, but all over heating of steam boilers by gas is now genprice is not forced up to that unhealthy state, which will be sure to cause a reaction, ininvention and the perseverance of man will throughout France being a great saving of flict a corresponding stagnation in the trade, accomplish. There is a general rise in iron fuel. I have made the above few remarks, and destroy the very object which the parties now taking place all over the continent, in as they show that, both in France and Bel-concerned had in view, while, by keeping at fair and even largely remunerating prices, a navigation speculations. sound, healthy, and long continued course of prosperous trading will be the result, benefi- the iron trade on the continent, the following cial alike to the capitalist, the miner, and the quotations, that have been made from official consumer. Since writing the above, we returns, may also be interesting to your rea-have received the following interesting re-ders:—at the last contract entered into al marks from an intelligent correspondent:-

and extensive are the contracts that have per than in France, where iron is on the rise been entered into by the iron masters of Eng-to a great extent. At the foundries of Saint land and the continent, to meet the demands Dizier it is daily becoming higher, half rock that are so rapidly on the increase, not only iron being at £14 10s. to £15 per ton; the report, we may have more to say in relation to it. for railway material but iron for ship build- fine iron of Berry is at £19 15s., and wrought ing, now making so wonderful a progress iron at £20 16s.; the general average price report of the president and directors of the all over Europe, and even in the east and at the private forges is, for cast iron from £7 west Indies. We understand (as we predicted some time ago), there is likely to be selling at £6 5s. to £6 10s. the 100 kil., or United Kingdom and on the continent, as the vance. The following is the progress maditional shares of their stock on the 21st of iron masters are so pressed for supplies, and king at the forges at Terrenoire and Lorne, August, the proceeds of which are to be ap

be for many years so great and imperative that large now in progress, and also the small quanti- is heated by Welsh anthracite coal and coke from the same journal received by the steamer Great Bentinck in the Indian 'cean, from Calcut-metal within the twelve hours, instead of In the iron districts of England, as also in age, now building in the royal docks and iron as by the ordinary system, and the iron Scotland, the demand for both bar and pig other yards, is causing a demand for sheet thus obtained is of a far superior quality, and continues on the increase, and another rise and cast iron, that was little anticipated.— one great advantage is, that the consumption in price is the consequence. In Scotland The French government is also making of fuel is reduced by 30 and 40 per cent. heavy transactions have taken place in pig great improvements in the amelioration of At the forges of Bauclin, in the Jura, the gas have issued circulars to the trade, informing them that no further orders can be taken iron, with a steam engine of thirty horse facture of iron. At Orthes the refining, only hope that in the anxiety to realize the upon as a chimera, is daily gaining more re-

"The iron trade is daily becoming of rails was £12 10s. to £13 per ton, and chairs try, but in France, Belgium, Sweden, and the north of Europe, as railways progress, gust last, and this is even 12s. to 16s. cheat caster Union, & can the control of Europe, as railways progress, gust last, and this is even 12s. to 16s. cheat caster Union, & can the control of Europe, as railways progress, gust last, and this is even 12s. to 16s. cheat caster Union, & can the control of Europe, as railways progress, gust last, and this is even 12s.

circulars, announcing that they have ad as for heating the air of the high furnaces. vanced the price of bars 20s. and pigs 10s. At Lorrette the steam engine boiler is heated the pressure for iron, to supply the new lines for several years, has been reconstructed, and ty of the ready material on hand to meet the produced from the coal mines of the departemergency. The iron masters never were ment. This furnace produces cast metal of so busy as at present in Wales, Staffordshire, a very superior quality for moulding. The and other large mining districts, and at good proprietor of the work at Pont Eveque, in remunerating prices; the furnaces have not the department of the Isere, has been maonly been increased, but are in full work king some very extensive and important exnight and day, as there is no lack of ore and periments to submit cast metal to puddlecoal. The progress that has been made age when in a liquid state, immediately it within the last six years in this country, in comes from the high furnaces, the results of the building of iron steamers, and many of which have been most satisfactory, as, by them of very large magnitude, the Great this new method, they can pass through the Britain to New York, the Hindostan and the puddling furnace nine to ten loads of cast ta to Suez, and many others of minor ton-only six; it yields the same quantity of one great advantage is, that the consumption charcoal and a mixture of dry wood. The enterprize; but, let our own miners and iron "As connected with the present position of masters be on the qui vive, and no foreign nation can compete with them, for although there is plenty of ore on the continent, they have not the facilities of machinery, and, more particularly, they want a good supply Brussels for rails and chairs, the price of of coal, the chief assistant to all extensive

Harrisburg Railroad.
We have neither received the report, nor the Lancaster Union, & can therefore only give the following statement, in relation to the condition of the work, which we find in the Pittsburg Gazette of 11th inst., should we be so favored as to receive a copy of the

"We have received a copy of the annual railway contractors wish to proceed with lo- in the department of La Loire, the gas from propriated to the remaining unfunded debts comotive speed. Several of the large firms the high furnaces is used for heating the in South Staffordshire have issued printed steam engines that work the bellows, as well balance of the road. The directors con-

being relieved from the financial embarrass ers interested will subscribe the necessary ments under which they have heretofore la-amount. bored, by the most troublesome debts of the company having been funded or otherwise field, New Haven, and Bridgeport have alsettled.

The whole debt of the company is now \$645,929. The revenue of the company for the past financial year was \$71,538, and the expenses proper of the road and company \$34,800. The expenses for keeping in repair the wooden track between Elizabethfown and Harrisburg, was \$8,678, or \$482 per mile, while the 18 miles between Dillersville and Elizabethtown has been only \$1,408, or \$78 25 per mile, being less than one-sixth of the flat rail. The bad condition of that part of the road has been the cause of a considerable falling off in the freight business over it. The directors, however, anticipate a very largely increased freight business when the contract which has been entered into to lay the whole road with H rails shall have been completed."

The Magnetic Telegraph.

This important discovery appears to meet with less opposition, and greater favor, than any other of equal utility that has ever been presented to the consideration of an intelligent people. There is a simplicity about it which enables every one, who views it, to comprehend and appreciate its utility, burgh, perhaps the most extraordinary, as though they may not understand the cause which produces such astonishing results.

progress making in its extension in this country.-We have no doubt but that within a few years, the wires will be placed along the line of every important railroad, and reach from one seaport to another, and from each seaport to every important inland city and town in the Union. When one city have them for their own protection. Their extension will astonish many, and wonderfully facilitate the business operations of the country.

Atlantic and Mississippi Telegraph. Henry O'Reilly, Esq., writing from Harris-

gratulate the stockholders on the prospect of our citizens, we hope business men and oth-

We understand that the citizens of Springready secured depots in their respective towns. -Hartford Courant:

We find the following account of the establishment at St. Petersburgh under the management of our countrymen, Messrs Eastwick, of Philadelphia, Harrison, and Winaus, of Baltimore, in the London Mining Journal. There was, we believe, an energetic competition between these gentlemen, and several English manufacturers, for the contractors to supply the Russian railroads with machinery, cars etc, and we consider it high credit to our countrymen as mechanics that it was decided in their favor .-They will, we are sure, justify the confidence reposed in them by the Russian government.

Mr. Norris also of Philadelphia, at Viennd.

Colossal Manufacturing Establishment .-There is now in full operation at St. Peterswick and Harrison, the famed locomotive entent, in which 3500 men are constantly im- earnestly requested to send delegates. ployed, and in the conducting of which there the latest and in the conducting of which there this route a week or two since as the best ing the central line of the telegraph for this to the establishment. Refractory men of ev-plishing this object. - Miners' Journal. ery nation are discharged for irregular con-"It is truly gratifying to be able to say duct, excepting Russian, and these (we supexpediting the work. The work between and sent again to their work. It is but jus- Englishmen reported depends upon the amount of stock taken by a pledge of engagement for the following tific American.

week. We are promised a plan of the works with a more particular account of the methods adopted; and as the principles upon which such a gigantic affair is conducted must be interesting, we shall have much pleasure in laying the particulars before our caders. [Mining Journal.]

Great Luxembourg .- We hear upon authority that the concession of the line from Brussels to Namur has been obtained by the Great Luxembourg railway.

Switzerland is taking measures to have railways, even among her mountains. One of her projects is for forming a line from Geneva to join one of the great French lines. - Germany, also, will have railways to join the principal French ones. In a few years, all the principal places of the entire continent will be united by these roads of iron. A treaty has been made between the Belgian and French governments, for enabling the carriages of the railway which join the French northern at the frontier, to run each on the other's line without unloading. When Switz-We should like also to obtain a description erland and Germany shall have their railways, of the establishment under the direction of it is to be hoped they will have the good sense to adopt a similarly enlightened

Pottsville, Sunbury and Eric Railroad .-There was a meeting held at Pittsburg on the well as gigantic commercial establishment 20th ult., northern and western Pennsylvawhich can be found in the history of the nia, favorable to the construction of the "Potts-The following gives us but a limited idea of the world, ancient or modern. Messrs East-ville Sunbury and Erie railroad." We have received a circular from the officers of the gine and boiler makers, of Philadelphia, ha- meeting containing resolutions passed by that ving succeeded in obtaining the great contract body, one of which recommends that a confor the construction of the locomotive require- vention be held on the 21st of October, of the ments for the system of railroads about being friends of the proposed road, at the borough carried out in Russia, have located themselves of Ridgeway, Elk co., Pa., and allco unties has a line to the important inland points, others must there—built a manufactory of immense ex- friendly to the construction of said road are

among such a congregation-exceeding the that could be selected for a railroad commuwhole population of a good-sixed-town, and nication between Philadelphia and the west. burg to a friend in Albany, speaks in the consisting of English, American, Scotch, We are glad to see the people moving in most encouraging manner of the prospect of Irish, German, and Russian—a company of this matter; the work is of great importance this great and truly important undertaking, soldiers is kept on duty at the works, and a to our region and we hope that our citizens Speaking of the arrangements for construct-perfect police force, whose duties are confined will take such measures as may aid in accom-

Our Inland Navigation.-Much admirathat, from all I meet, whether state officers, pose it is to inspire them with a love for their tion was excited in Liverpool, Eng., a few canal commissioners, railroad companies and country and admiration for the gentle Nich-weeks since, by the appearance of the ship officers, or citizens generally, I have experi-olas) are, for the slightest offence, immediate-Muskingum, direct from Marietta, Ohio, "sevenced nothing but courtesy and facilities for ly tied up to the triangles, soundly flogged, enteen hundred miles from salt water," as the This circumstance Lancaster and Harrisburg will be completed tice to Messrs. Eastwick and Harrison to say, led to an estimate of the distance, or length in four or five weeks at farthest, and I expect that they have strongly appealed against and extent of a voyage from Pittsburg on the to reach the Allegheny Portage before this treatment, so peculiar to this semi-barba-Ohio, to New Orleans; thence to the Yel-Christmas—one hundred and fifty miles berous nation, but without effect. The plan of lowstone river, and back to Pittsburg. The yond this; and, after a visit to friends of the paying this enormous multitude is ingenious; distances given are as follows: Pittsburg to work in western New York, in the next on being engaged, the man's name is, we beck or ten days I hope to be able to extend it to Pittsburg early in January."

| Cincinnati 498 miles: Louisville 137: mouth lieve, not even asked, but he is presented it to Pittsburg early in January."

| Western New York, in the next on being engaged, the man's name is, we beck of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 137: mouth of the Ohio 435: New Orleans 1012: St. Louisville 138: New Orleans 1012: It is expected that the line of magnetic are 3500 wooden boxes, and, on presenting 1348: back to St Louis 1848: mouth of the telegraph between New York and Boston, himself on Saturday night for his pay, the Ohio 172: Pittsburg 980. Making a voyvia Hartford, will be in operation by the clerk hands him his money, takes his medal age of 8024 miles, without going in sight of middle of November. It is important that a as a receipt, which is dropped into the box of salt water. Well may Englishmen admire depot should be established here, and as this its number, and gives him another medal, as our facilities for inland navigation.—Scien-

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	30	465,000	195,000	595,089	9,115	22,692 1	17 7	3 13	0,162,14	30	rleans, Tours & Bordeaux	2,000,000
	25	519,150	20,000	318,626	5,401	13,856 0		5 18	1 35 2	55	ris and Lyons	2,360,000
armouth and Norwichork and N. Mid, and Leeds and Selby		187,500	62,500	230,036	5,186	10,038 I 75,174 2	0 0				ris and Crierns	
UIN AUG IV. WHILE AND LOOKE and Salber	3/8	17.575 (51.00)	Tree ('M' M'	$1,107,146^{\circ}$	1113 13	123 1 4.1 107	163 631	111 11 1	21 '36 1	1 1 12	TERS SHA FORON .	I JI HI CHE!

ā					AM A	ND MI	INCELLANEOUS COMPA						
Stea	m and I					. 10	NAME OF COMPANY.	Num. of					Presen
NAME OF COMPANY.	Num. of	share.	paid.	per ann.	Last price.	Present price.			share.	paid.	per ann.		price.
A - No - N	10.000		10		-	15%	Loughborough	70	1424	1421	70	1140	
Anglo Mexican Mint					15%		Monmouthseire			100		160	160
Anti Dry Rot	10,000				2		Melton Mowbray	250	100	100		117	117
Australian Trust Company	5,700		35		341	200	Mersey and Irwell	500	100	100	10		1
General hteam Navigation	20,000	15	14	10	271	27	Macclesfield			100	21	15	15
it Western Steam Pa			100		25		Neath		100	100		365	365
Metropolitan Wood Pav	15,000		6	5	61	1	Oxford	1,786		100		505	
Patent Elastic Pav	10,000		1	5	11 .		Regents or Loncon	21,418	331	334	24	25	25
Peninsular and Oriental	11,493		50	7	644	65	Shropshire	500	125	125	6	120	120
Ditto	3,200	50	40	7			Somerset coal	800	150	150	73	123	123
Polytechnic Institution				6			Stafford and Worcester	700	140	140	25	480	480
Reversionary Int. Soc	5,387		100	41	104	104	Shrewsbury	500	125	125		230	230
R. Mail Steam Packet	15,000		60		361	37	(Stourbridge	300	145	145		360	360
South Western Steam	4,000		5				Stroudwater	200	150	150	19	-00	1000
Ship Owners' Towing	3,000	10	71	10	15		Swansea.	533	100	100		240	240
Thames Tunnel	4,000	50	50				Severn & Why & Rail Av.	3,762	261	261	51	30	30
University College	1,500	100	100	1	١		Trent and Mersey	2,600		50		495	100
	Car	nals.					Thames and Medway	. 8.149		194		10	10
Ashby de la Zouch	1,432	113	I av.	1 4	. 70	, 70	Warwick and Birmingham.	.000	100	100		167	1
Barnsley	720		100	14	180	180	Warwick and Napton	980	100	100		122	1
Birmingham, 1-16 share	3.000		79	10	150	160	>	Water			1 09	1122	<u> </u>
Do. and LiverpoolJunction	4,000		100		131	131	Birmingham			25	1 . 31	28	1 28
Coventry	500		100	20	365	365	East London	4,433		100	8	223	225
Cromferd	460		do.	24	250	250	Grand Junction	5,500		41 2-3		88	90
Derby	600	do.	do.	9	105		New River L. B. Ann	1,500		41 200	21	00	30
Erewash	231		do.	32	440		Manchester and Salford	6.486		30	81	57	57
Forth and Clyde.	1.297		401	4	440		Vauxhall, lt. S. London		av.	100		55	55
Grand Junction	11,600		100	7	162		West Middlesex			63#	5	126	127
Grand Surrey	1.500		do.		20		VV est Middlesex			1 091	. 08	120	1127
		do.			8		S	Do		T-14.4			
Gloucester and Rerkley Grantham	5,000		do.			8	Commercial Dock	1,065		100	3	60	
	749		150	8	185	185	East and West India	0.000.0	sto.		51	137	
Lancaster	11,699		471	3	40	40	London	3,238,310			41	114	115
Leeds and Liverpool	2,897	100	100		640	640	St. Katharine	1,352,752		1	5	116	171
Leicester	545		140	9	139	139	Southampton	7,000	50	50	1 - 7	1	

	ERICA	h (D CANA			-31				
, STATE WORKS.	Lengi in mil		Cost.	Income.	43. Expend.	Income.	44. Expen	The 13 to	State C	anals wide,	are all 4 fee and 80 to 90	t deep, and t	he locks
Y. 1Black river canal	. 35		24,967					Th	e six n	nillio	ns paid to	the canal	fund fr
" 2 Cayuga and Seneca			237,000		10,953		14,443	auctio	on and	salt	duties ar	e not inclu	ded in
" 3 Champlain canal			251,604			116,739		estim	ate of	cost	The Ge	nesee valle	y and
" 4 Chemang			84,600				12,740	Black	river	cana	ls require	large sum	s for th
" 5 Chenango			20,000				15,960	comp	letion,	the in	nterest of	which addi	tional s
" 6 Procked lake			56,777			1,498	3,951	is mu	ich grea	ater t	han the es	timated gro	ss inco
1 Stis-smargement of				1,880,316								hed. The	
1 Of CTURESSEE VALIEV	. 120	3,7	39,000									o canals ar	
appearation opened, cost \$1,300,000					13,819	19,641		000 a	nd \$60	00,000	0, making	their total	cost wh
10 menda lake			50,000				1,636	finish	ed \$5,5	53,00	00 and \$2,	409,000; an	n expen
" 11 Oswego			65,437		22,742		28,599	ture i	ncurre	d on	estimated	incomes (a	dmitte
						7,381	5,386	be lib	eral,)	of \$3	9,000 and	\$14,000 res	spective
13 Delaware Canal	. 60					109,278	22,870	Th	e total	recei	pts from t	he works o	f Penns
Tarrench creek	. 45			• • • • • • • • • • • • • • • • • • • •				vania	for 18	343 v	vere \$1,01	19,401; for	1844 3
15 Seneca river towing path			69,276			381		161,3	26, and	the o	cost about	30 millions	S.
to Columbia railroad	. 821	4,2	04,969	• • • • • • • • • • • • • • • • • • • •		443,330	205,067	The	e receip	pts fo	r 1844 we	re as follow	vs:
17 Eastern division	. 36			• • • • • • • •		179,781	138,915	Canal	l tolls,			-	578,
10 Portage railroad	. 93)	22				240049	Railre	oad tol				252,
II. OI Laze Lamoud	. 361	1,8	28,461	• • • • • • • • • • • • • • • • • • • •		351,102	210,313		re powe	er,			319,
' 20 Western division canal.) -						Truck	is,	-			13,
isti North branch susque lannah canal	. 73					101,949	57.633	of wh	ich \$58	35,92	2 is from 1	18 miles of	frailro
1221 1V CSL	. 72	3					4 100	and \$	578,40	4 iro	m 550 mil	es of canal.	
io 23 Hocking canal	. 56		75,130		20.000	5,286							
21 VILINI CHILID	. 85		60,742		38,826	77,844	22,311	perty	tax of	54 m	ills on th	e dollar.	There
120 VIGIN EXCUSION	. 105		56,636			12,723	1	17 . A. 17	nues or	cana	II in the S	tate which	vielde
20 Miami normern division	. 35		22,000		• • • • • • •	unfin'd.	15.00	1843	\$471.6	23. a	nd in 184	4 \$515 393	the c
21 MUSAINGUIL			27,318			29,385		Ist To	n '42 1	heine	\$15 577	233. The	increase
23 Ohio	. 334		00,000	322,754	123,398	343,711	113,210	741 or	ter 1/19	is on	ly 943 770), though th	e rees
[39] W 39354	. 91		28,340		6,400	49,589		hare	whilite	19 00	reater inc	crease through	ic year
Dol w amonding.	. 25		07,269	838	39,005			uas c	er than	Lare	r before ki	nown	PHORE
1311 Western road	. 31	2	55,015	7,254	1,782	8,747	2,929						
1. 32 Sundry works		. 11,00	00,000					The	cse 21	milli	ions on su	indry works	s yield
33i Vlatime canal								nicom	ne wha	tever		J 3 C	
1. 31 Sundry works		. 10,00	00,000					The	e centra	ai rai	iroad yiei	ds above 6	per ce
ch 35 Central railroad	. 110	1,8	12,308	149,987	75,960	211,170	89,420	and I	s the of	nly S	cate work	-the Erie	canai
3; Southern railroad		1 9	36,295	24,064	7,907	60,341	70,000	relife	u-wai	ICH IS	able to su	and alone.	
······································	Length	~~	~~~	1843.	, Di		644.	Div.	Value		~~~		~~
CANALS.	in	Co	ost.	Incom	e. pe	r Inc	ome.	per	C.F		R	emarks.	
. 6	miles.			Gross.			Nett.		stock.	-	·		
· Blackstone											4		
Bald Eagle Navigation	25	40						• • • •	*****	**	7		C
Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio		1,00	[000,000]							. "	ve may, p	erhaps, at so	ome ru
Charleston, (S. C.)										time	be enable	ed to give th	ne paru
Chesapeake and Ohio	184	12,37	0,470	47,637			*****			lars	of all thes	se canais.	N
· Uonestota	12	30	0,000						00			eake and C	
Delaware and Chesapeake	13											mpleted to	
Schuylkill		3,50	0,000 2	79,795 10	2,221	190,693	120,624					ts trifling i	
Farmington				• • • • • • • • • • • • • • • • • • • •					• • • • • •	1-211	ne entarge	ement of th	e Sch
James river and Kenhawa								• • • • •	• • • • • • •	KIII		been comm	
Middlesex									*****	C	ne Morris	canal was	form
Port Deposit.		20	0,000				04 455		••••	lor c	me immior	i, about one	b-louit
Delaware and Raritan	43	2,90	0,000	99,623 5	3,327	. 131,491	84,455		•••••	01 10	is cost		
Southwark		30	0,000										
Tide Water									• • • • • •	1			
Union	1									1			
Morris	101	1,00	0,000					••••	261	1			
Dismal Swamp		1							• • • • • • •	1			
······		~~	~~	~~~			Width of		~~	~~	Expended	Incon	ne.
CANADIAN CANALS.	Length	No. of	Lockag	e Length o	Size of loc	ks. Depth on mitre sill.	Width of		D. stan	ate.	to		
	miles.	locks.	in feet	chamber	Width.	mitre sill.	Bottom.	ourtace		1	Sept. 1843.	1843.	1844
(D) - Wallend		-		feet.	feet.	feet.	feet.	feet.	3,948	572	2,485,572	64,658	
The vvenano capai	30	31	328	150	26 1-2		45	81	,,,,,,	, , , ,		,	
The Welland canal		101		-									
Iain trunk from Port Colborne to Port Dalhous	1		6	150	26 1-2		35	71		••••			
Iain trunk from Port Colborne to Port Dalhous	d 21	1			45		45	85			*******	- 1	
Iain trunk from Port Colborne to Port Dalhous unction branch to Dunville foot adde road creek branch to Port Maitland below.	21 1 1-5		6	200	10	9	1						
Iain trunk from Port Colborne to Port Dalhous: unction branch to Dunville foot adde troad creek branch to Port Maitland below. The St. Lawrence canal.	21 1 1-9	- 1	6							• • • • •			
Iain trunk from Port Colborne to Port Dalhous: unction branch to Dunville foot adde road creek branch to Port Maitland below. The St. Lawrence canal	21 1 1-5	$-\frac{1}{2}$	6	200	45	9	50	90				- 1	
Iain trunk from Port Colborne to Port Dalhous; unction branch to Dunville foot adderoad creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal. apid Plat.	21 1 1-5 2 4	2 2	7 11 1-	200 200	45 45	9 9	50	90	672	,498	973		
Jain trunk from Port Colborne to Port Dalhous; unction branch to Dunville foot added to address to the St. Lawrence canal. The St. Lawrence canal. Talops and Port Cardinal. Tapid Plat.	21 1 1-5 2 4	2 2	7 11 1-1 3 1-1	200 2 200 2 200	45 45 45 45	9 9 9	50 50	90 90					
Jain trunk from Port Colborne to Port Dalhous unction branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal	21 1 1-5 2 4 3-4 11 1-2	2 2 1 7	7 11 1-4 3 1-4	200 2 200 2 200 2 200 200	45 45 45 55	9 9 9 9	50 50 100	90 90 150					
Inin trunk from Port Colborne to Port Dalhous unction branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal	21 1 1-2 2 4 3-4 11 1-2 d 11 1-4	2 2 1 7 9	7 11 1-3 3 1-3 48 82 1-3	200 2 200 2 200 2 200 200 2 200	45 45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190,	372 087	1,665,663 275,426	00.000	
Jain trunk from Port Colborne to Port Dalhous unetion branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. alops and Port Cardinal. alops and Port Cardinal. alops are point. below. arren's point. below arren's point. along Sault rapids. autharnois, do. Coteau, Cedars and Cascades roathine, do. Lachine rapids.	21 1 1-5 2 4 -11 1-2 d 11 1-4 . 8 1-2	2 2 1 7 9	7 11 1-4 3 1-4	200 2 200 2 200 2 200 200 2 200	45 45 45 55	9 9 9 9	50 50 100	90 90 150	865, 1,190, old ca	,372 ,087 nal.	1,665,663 275,426 400,000	29,288	
Inin trunk from Port Colborne to Port Dalhous; unction branch to Dunville foot added to address to address to a creek branch to Port Maitland below. The St. Lawrence canal. Talops and Port Cardinal. Talops and Port Cardinal. Taren's point. Taren's point. Taren's point. The St. Lawrence canal. The S	21 1 1-5 2 4 -11 1-2 d 11 1-4 . 8 1-2	2 2 1 7 9	7 11 1-3 3 1-3 48 82 1-3	200 2 200 2 200 2 200 200 2 200	45 45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190,	,372 ,087 nal.	1,665,663 275,426	29,288	
Jain trunk from Port Colborne to Port Dalhous unetion branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. dalops and Port Cardinal. dapid Plat. daren's point. daren's point. days the Long Sault rapids. duharnois, do. Coteau, Cedars and Cascades roathine, do. Lachine rapids. degement of do.	21 1 1-5 2 4 3-4 11 1-2 d 11 1-4 8 1-2	2 2 2 1 7 9 5	6 	200 2 200 2 200 2 200 200 2 200	45 45 45 55 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190, old ca 1,001,	,372 ,087 nal. ,333	1,665,663 275,426 400,000 64,439	29,288	
Jain trunk from Port Colborne to Port Dalhous unetion branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. dalops and Port Cardinal. dalops and Port Cardinal food and Port Cardinal fo	21 1 1-5 2 4 3-4 11 1-2 d 11 1-4 8 1-2	2 2 2 1 7 9 5	6 	200 200 200 200 200 200 200 200 200 200	45 45 45 55 45 45 45	9 9 9 9	50 50 100 80	90 90 150 120	865, 1,190, old ca 1,001,	,372 ,087 nal. ,333	1,665,663 275,426 400,000	29,288	
Jain trunk from Port Colborne to Port Dalhous unetion branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. dalops and Port Cardinal. dalops and Port Cardinal food and Port Cardinal fo	21 1 1-5 2 4 3-4 11 1-2 d 11 1-4 8 1-2	2 2 2 1 7 9 5	6 	200 2 200 2 200 2 200 200 2 200	45 45 45 45 45 45 45 45 45	9 9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120	865, 1,190, old ca 1,001, 200,	,372 ,087 ,nal. ,333 ,000	1,665,663 275,426 400,000 64,439 440,000		
Iain trunk from Port Colborne to Port Dalhous unction branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. Salops and Port Cardinal tapid Plat. Parren's point. Inwall, passing the Long Sault rapids. Inuharnois, do. Coteau, Cedars and Cascades roathine, do. Lachine rapids. Ingement of do. Total from lake Erie to the sea.	21 1 1-5 2 4 3-4 11 1-2 d 11 1-4 . 8 1-2 . 66	2 2 1 7 9 5	6 7 11 1-3 3 1-3 48 82 1-5 44 1-5 525 74	200 200 200 200 200 200 200 200 200 200	45 45 45 45 55 45 45 45 45 45	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120	865, 1,190, old ca 1,001, 200,	372 ,087 ,nal. ,333 ,000 Valu	1,665,663 275,426 400,000 61,439 440,000	1,409	
Main trunk from Port Colborne to Port Dalhous unction branch to Dunville foot added to December 1988 foot and Port Cardinal Lapid Plat. Farren's point. Farren	21 1 1-5 2 4 3-4 11 1-2 d 11 1-4 . 8 1-2	2 2 1 7 9 5	6 	200 200 200 200 200 200 200 200 200 200	45 45 45 45 45 45 45 45 45	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120	865, 1,190, old ca 1,001, 200,	,372 ,087 ,nal. ,333 ,000	1,665,663 275,426 400,000 61,439 440,000		~~~ 8. 3
Main trunk from Port Colborne to Port Dalhous unetion branch to Dunville food creek branch to Port Maitland below. The St. Lawrence canal. Salops and Port Cardinal lapid Plat. Parren's point. Inwall, passing the Long Sault rapids. Lauharnois, do. Coteau, Cedars and Cascades roachine, do. Lachine rapids. Ingement of do. Total from lake Erie to the sea.	21 1 1-5 2 4 3-4 11 1-2 d 11 1-4 8 1-2 	2 2 1 7 9 5 57 9	6 	200 200 200 200 200 200 200 200 200 200	45 45 45 45 45 45 45 45 45 	9 9 9 9 9 9 9 9	50 50 100 80 80 80	90 90 150 120 120 60	865, 1,190, old ca 1,001, 200,	,372 ,087 ,nal. ,333 ,000 Valu	1,665,663 275,426 400,000 64,439 440,000	1,409	3

	· natingang	Len			Loans	Numbe	r Pai	d	1843.	Div.		944.	Div.		Week	endir
*	RAILROADS.	mil		, Cost.	and debts.	of shares.	har		Nett.	per		ome.	cen		Last	t, 15.
Me.	1 Portland, Saco and Portsmouth	. 50		1,200,000		-	-	. 89,99			131,40		-1		-	. 100
. H.	2 Concord				0			1 '					12			
ass.	3 Boston and Maine			1,485,46	1			. 178,74	5 68,499	6	233,101	86,40	1 6	111		
66	4 Boston and Maine extension		1-4	455,70	unfin.											
66	5 Boston and Lowell	- 26		1,863,74					5 144,000			147,61				
"	6 Boston and Providence	41		1,886,13	none.	18,60	01100		8 110,823		400 431	1/156,10	9 6	111		
66	8 Berkshire.			950 000	not state				1 162,000		17,73	195,16	3 1	1103		
	9 Charlestown branch.			200,000	0	4			. 17,500	13		13,97	1 5	80		
**	10 Eastern			2 388 63	1			279 56	3 140,595			3227,92				. 10
**	11 Fitchburg				ojustopn'					1	42,759			. 119		
66	12 Nashua and Lowell		1-2	380.00	0				9	8	94.588			126		
66	13 New Bedford and Taunton	. 20		430,969	2				1 24,000		64,998					
66	14 Northampton and Springfield			172,88	unfin.								1			
"	15 Norwich and Worcester			2,290,000		16,53					230,674	1 99,46	1 3	67		. 69
	16 Old Colony		• •	87,820										. 105		• • • •
	17 Stoughton branch			63,075					200.000		00.00	20.00		100		
	18 Taunton branch			250,000) · · · · · · ·				20,000	8	96,687	20,000	8 0	120		
	20 West Stockbridge	3	• • • •	41.516	000		100		• • • • • • • •				1			• • • •
6	21 Western, (117 miles in Mass.,)					30.00		573 889	284,432		753 753	430 GT	3	981		0
	22 Worcester branch to Milbury	1.00		8,431	4,686,202	30,000		. 310,00%	201,132		100,100	400,07	" 3	-		. 9
6	23 Housatonic, (10 months,)	74	• • •	1,244,123	300	1		1						26		33
on	24 Hartford and New Haven	38		1.100.000		10,000	100				100,000	1	6	93		
	25 Hartford and Springfield		1-2	600,000								1	1			
	26 Stonington, (year ending 1st Sept.)	48		2,600,000				113,889			154,724	79,845	5	29		3:
Y.	27 Attica and Buffalo	31		336,211		l		45,896	7,522		73,248					
•	28 Auburn and Rochester	78		1,796,342	200,000	14,000	100	189,693	3 112,000			152,00	6	109		103
	29 Auburn and Syracuse	26			1				27,334		96,738			116		
	30 Buffalo and Niagara	22		200,000		1,500								100		
	31 Erie, (446 miles,)			5,000,000										271		. 31
	32 Erie, opened	53							48,000		126,020					
	33 Harlem	26		2,250,000	750,000	30,000					140,685			61		. 62
1	34 Hudson and Berkshire	31	- {	5,613		20.04				••••	35,029			117		
14	35 Long Island	96		1,610,221		29,846		20000			153,456			614		65
	37 Saratoga and Schenectady	17 22		1,317,893				69,948	58,780		79,804			56‡		57
	38 Schenectady and Troy	20	10	303,658				42,242		1	34,666					
	39 Syracuse and Utica.	53		1 115 907	none.	16,000	600	28,043	70,000		32,646			117		
	40 Tonnawanda	43		707 730	поде.	10,000	02	76 999	72,000	• • • • •	192,061			117		
	11 Troy and Greenbush	6		180,000				10,221			111,177	10,000	3	90		
•	42 Troy and Saratoga	25		475.801				44 395	21,000		38.502	9,971	21			1
	43 Utica and Schenectady	78			none.	20.000	100	277,164	180,000	9	331,932			132		
J.,	44 Camden and Amboy	61				20,000		682,832	383.880					112		
	Elizabethtown and Somerville	26		500,000												
	16 New Jersey	34	1	2,000,000										951		l
r	17 Paterson	16		500,000									6	881		
a.	18 Beaver Meadow	26	1	1,000,000												
	19 Cumberland Valley	46	1	1,250,000												
19	50 Harrisburg and Lancaster	36		860,000			• • • •		• • • • • • •					30		
	OI ittle Schurllvill	10		120,000				•••••	• • • • • • • •	• • • •		• • • • • • •	• • • •			
	52 Little Schuylkill	29		900,000				• • • • • • •		••••		• • • • • •	••••	• • • • • • •		• • •
4	Mauch Chunk	40		100,000		• • • • • • •	• • • •	•••••		••••	• • • • • • •	• • • • • •	• • • •			
	55 Minehill and Schuvlkill Haven	19 1	1.0	396,117	25,000	7.010	50	******		10	•••••	*****	12	80	• • • • • • • • • • • • • • • • • • • •	
15	66 Norristown	20	-2		25,000								12	61		
1	Philadelphia and Trenton	30		400,000										104		
5	8 Pottsville and Danville	29 1	-21	1.500.000												
5	9 Reading	94	194	1.457.570	7 447 5701	40 200	50				597 613	343 511		25		24
€	Schuylkill vallev	10	1	,000,000	,											1
E	Williamsport and Elmira.	25		400,000				20,000								
16	2 Philadelphia and Baltimore.	93	4	1,400,000				43,043	200,000.			210,000		151		15
1.	3 Frenchtown	16	- 1	600,000												
d. [6	Baltimore and Ohio, (1st Oct.)	188	7	,623,600				575,235	279,402		658,620	346,946		481		
6	5 Baltimore and Susquehanna.	58												21		
. 6	6 Baltimore and Washington	38	1		200 544				71,691					84		
. 6	8 Petersburg	18 63		284,433 969,880										28	• • • • • •	
6	9 Portsmouth and Roanoke		9 1	454 171	63,000	7,690	100	•••••	,	••••	122,871	72,898	3	77	• • • • • •	
17	ORichmond. Fredericksb'g and Potomac*	76	-2	800,000			••••			• • • • •	185,243	85,688	6		•••••	
17	1 Richmond and Petersburg *	22 1	2	700,000			••••				100,243	00,000			•••••	
17	2 Winchester and Potomac *	32	~	500,000												
0.17	3 Raleigh and Gaston		-21	.360,000											•••••	••••
17	4 Wilmington and Raleigh	161	1	,800,000												-
J.17	5 South Carolina	136	-	,671,452			-				532.871	140.196	5			
17	6 Columbia	66	5	,071,452		34,410	75	201.464	77,456		328,425	180,704				••••
. 17	7 Central	190	3	,000,000	500,000	22,500	100 l	227.5321	93.190	1	248.096	147.523				
17	8 Georgia	147 1	-22	,650,000				248,026	158,207		,	,				
10	Montgomery and West Point.	89		500,000	170,000		100				35.000	15.000				
. 0	O Lexington and Ohio	40		450,000												
10	Little Miami.	40		400,000												
. 6	2 Mad river	40		152,000												
S 17**	OUTLANDED THE THEORY INC.	56		212.000V					12,000		- 1		e			
u.	4 Champlain and St. Lawrence	15														

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y

Thursday, October 23, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 18,463 tons, and by canal 3,459 04, making 21,912 04 tons for the

From Pottsville and Port Carbon—total. From Schuylkill Haven—total. From Port Clinton—total.	318,78
Total by railroad	648,380

From Pottsville and Port Carbon—total	126,093
From Schuylkill Haven—total tons From Port Clinton	35,823
Total by canal	201.965

Total by	railroad a	nd car	nal		. 850,345
1.90			DAL TRAI		
Total	shipments	from	Mauch	Chunk.	Lehigh
coal and	navigation	00			

Summit mines, -	-	157,643	
Room run do., -		58,896-	217,539
Beaver Meadow railroad	and c	oal co.,	66,510
From Penn Haven—Ha	zleton	coal co.,	58,046
From Rock Port-Buck	Moun	tain coal co.,	18,827
		·	

3	60,922
WYOMING COAL TRADE-total	41,745
PINE GROVE COAL TRADE.—total	38,869
MINEHILL AND SCHUYLKILL HAVEN RAILE	OAP-
total tons3	53,697
MOUNT CARBON RAILROAD-total tons2	10,840
MILL CREEK RAILROAD—total	
SCHUYLKILL VALLEY RAILROAD-total	
[Miners' Jour	nal.

WESTERN RAILROAD .- Receipts for week ending Oct. 11th.

	1845.	1844.	
Passengers	.\$7,579	\$8,004	
Freight, etc	.10,340	8,833	
Total	\$17.919	\$16.837	

READING RAILROAD.—A comparative statement of the business of the Philadelphia and Reading railroad, for one week in Oct., in years 1843, 1844, and 1845:

Week ending Oct. 7, 1843...\$12,408 95...8,240 4 95...8,240 4 1 17,572 31.13,098 17 4, 1845... 33,131 23.24,096 9

Norwich and Worcester Railroad .- The following is the amount of net profits sworn to by the directors. and verified by the commissioners for Massachusetts and for Connecticut:

	Receipts.	Expenses.	Profits.
1843	162,335 93	129,774 95	32,560 97
	230,674 05	131,179 70	99,494 35
	mos 84,183 01	52,519 09	31,663 92
		•	

313,473 75 163,718 24 Total . . 477,192 99 Out of this surplus has been paid according to the circular-

Norwich city loan 25,000 Extension reserve 25,000	New wh
DATE ISTON TOSCI VE 20,000	Damage

arf. to engine 2,000

...\$170,110 Total

Utica and Schenectady Railroad.—The receipts of this road for nine months ending October 1, during four ye

ours, are		
1842	 	\$226,862

Utica and Schenectady Railroad.-Statement of monthly receipts from passengers and special receipts in each year.

Months. 184	2. 1843	1844.	1845.
Jany11,601	3610,264	438,610 8	911,977 42
Feby12,071	968,447	148,764 8	310,610 37
M'ch18,952	988,932	7613,132 9	319,861 93
April 31,250			
May31,295	3828,258	0227,215 6	828,260 59
June24,854	4027,201	9329,110 7	931,125 95
July28.187	1232,298	49 35,774 8	942,011 92
August.33,408	4637,186	2241,581 4	947,382 07
Sept 35,243			
Oct 29,623	2731,869	2932,441 4	5
Nov25,927	4622,638	9623,814 5	9
Dec 11,055			

\$293,471 79.276,163 81.306,278 75.275,750 77 Special 39,913 13..71,133 97..78,112 84..

0 Total..333,384 92.348,297 78.384,391 59

Railroad Companies.

We recently addressed a circular to the different railroad companies in the United States, in which we offered to insert their standing advertisements to occupy one-fourth of a column, and to send them two copies of the Journal, one by mail as published, and the other half bound at the close of the year, for twenty dollars. We have long felt the want of some publication, either weekly or monthly, in which may be found the advertisements of all the railroads and steamboats on the principal routes in the countrywhere a traveller in New York may ascertain at what time he can arrive at, and depart from, Boston, Portland, Montreal, Buffalo, Detroit, Cincinnati Philadelphia, Baltimore, Washington, Richmond, Charleston, Savannah and other important points, in one paper and in convenient form. Such a publication we have thought would be exceeding convenient to the multitude of travellers in these days; and, with the view of furnishing such a publication, at an early day, either in, or in connection with, the Railroad Journal; we made this proposition to the railroad companies first, in the belief that they would cheerfully respond to it, as by doing so, they will contribute materially to the future prosperity of the Journal, and at the same time, it is believed, to their own interest, and to the convenience of many

We have already received authority from the following named companies, to insert their advertisements on the terms proposed, and we confidently anticipate similar orders from most, if not all of the other companies; as we have not yet had a single where they can, at so little cost, promote their own in the kingdom has its railway facilities." passengers, and at the same time so materially contribute to the permanence and future prosperity of There never was a period so fortunate for invest-

w engines 15,300 this Journal, they will generally, and we hope universally send in their advertisements, and also the treenty dollars.

> The Journal belongs to the CAUSE-not to any individual or company-therefore we feel that we have a just claim after devoting to it so much time and effort, with so little return or benefit, during the past fourteen years—upon every railroad company. engineer and railroad shareholder in the country, for their best efforts to extend its circulation, as it is the only one of the kind in the Union, and was the first established any where, though there are now eight or ten in London, all liberally supported by

> We desire to return our cordial thanks to the following companies for their prompt and favorable reply; and as cordially desire an opportunity to return thanks to every other company in the country for a similar layor.

> Boston and Providence; Boston and Maine; Norwich and Worcester; New York and Erie; Baltimore and Ohio; Baltimore and Susquehannah; Richmond, Fredericksburg and Potomac; Central, Georgia and Lexington and Ohio.

Late Foreign News.

We have received, by the Hibernia, through Adams and Co.'s express, our regular files of London railway and mining journals to the latest dates, viz. Herapath's the Times and Record of the 1st, the Express of the 3d inst., and the Mining Journal of the 27th ult., and also Le Chemin de Fer Belge, from some unknown friend, who will please accept our thanks for his attention.

We have also a few lines from our respected friend in London, which will be very acceptable to those engaged in the manufacture of iron in this country, though not so acceptable to those interested in the construction of railroads. It is however entirely in accordance with our own views on the subject. Iron must advance. The demand will be greater than the supply unless large additional investments are immediately made in the manufacture; no greater restriction need be imposed upon the extension of railroads than will arise from the difficulty of obtaining iron.

The inducements for extending the system in England continue to increase in a manner almost incredible. The rapid increase of receipts on the different railways and especially on those which have reduced their rates, during the current year and consequently the great increase in the value of railway property, may be seen from the following statement.

Increased Value of Railways .- The improvement in the incomes of existing railways still continues, and during the last two months amount to upwards of £200,000 on comparison with the corresponding two months of 1844. The lines which have reduced their fares most liberally are the greatest gainers. At this rate of increase of income the value of the railway property of the country is becoming greater by upwards of £2,000,000 sterling per month

Is it surprising, with such results from past investments, that the surplus capital seeks for similar returns? Not at all; and therefore we may anticipate an extension in railways in Great Britain unfavorable reply. We therefore feel assured that until, as was well said by a looker on, "every town interest, and render an important service to their even so will it be in this country, if our capitalists will now engage in the manufacture of iron to meet our own wants.

for some years, be equal, or nearly so, to the foreign supply; and the demand here will be greater than it has ever been and will continue to increase for years to come; prices must of course range high and afford large returns for capital and insure a stability in the business and an extension in the manufacture, which will astonish the most sanguine.

Railway Speculations in England.

There appears to be great apprehension in some quarters, that sad disasters are to follow the present railway rage, or mania, as it is termed; but we do not so apprehend. To us it appears only a desire of the many to invest their means-be they small or great-in that business which will yield thus were ruined. It is useless to tell you, because them the best returns; and it fortunately so happens that the very best investment that can be made, is in a branch of business which gives constant employment, and good pay to thousands of their own pedple, increases the value of almost every kind of demand for iron that is really unheard of before property—and is a source of great convenience and in my long experience of the iron trade. The prieconomy, both in time and money, to all who have ces are as follows: Glasgow pigs 100s. per ton in occasion to travel; thus benefitting all by the expenditure, and keeping the money passing rapidly from hand to hand and still within the country. It is doubt before another month goes round, that we may possible that a few speculators, those who have little to lose, may be thrown off the track, that however is of little consequence, when those who have money to invest, and those who have property to be enhanced in value, and those who have hands to labor are all-all benefitted by the construction of railroads. There is little danger of a crisis in railway affairs so long as they are built for years to come, high prices may be looked for, with the surplus capital of the country, and pay a better rate of interest than most other kinds of invest-

Self-Acting Break.

An interesting and important experiment was made, says the London Railway Record, of 1st October, "on Monday last with Mr. Thornton's patent self-acting railway break, at the Hassock's station favor in this country, and I hope from the developof the London and Brighton railway, before Gen. ments on the Croydon railway and the south Devon Pasley, Capt. Heaviside" and others. On the first experiment at the rate of 30 miles per hour, the car-tion, that the sanguine expectations of its friends riage was detached from the engine, upon which the break dropped into gear, without any known agency to those in the carriage, and stopped the carriage in 30 yards, to the astonishment of all. The He has been robbed of the reputation and profit of next experiment was made at 35 miles an hour and the invention, but I still hope justice will be done to on the carriage being detached came to a rest in 35 yards. The third experiment was at the rate of 45 his behalf, and I hope he will yet do well. In Germiles an hour and with the same success, on the many, the railways are carried on slowly, compared breaks being permitted to act, the carriage came to with this country. The king of Hanover is maa rest in 45 yards.

iments were entirely successful and satisfactory, and two years more. In this country, it would have it is believed that it will be reported favorably upon by Gen. Pasley, to the board of trade.

Iron Trade.

"There has been," says the Mining Journal of 27th Sept., "a very brisk trade during the week in Glasgow pig iron, and the market continues animated with an upward tendency. Sales have been made at 85s, net cash, which is a rise on last quotations, at this price holders are firm, and few appear disposed to accept it. Contracts have been offered at 80s., and refused; holders asked 90s. per ton; the price generally may be quoted at 87s. 6d. net cash, though a few parcels may be picked up at 85s. From the reports of the iron masters throughout the north, there is very little doubt but that there will be a very great rise this season, not only in pig, but in every description of iron, as the demand dal21 TOKEN HOUSE YARD. London, October 3, 1845.

Absence in Germany, has prevented me from busy that I have but a moment to tell you that the further advance, as the price is now the result of bonafide railway orders, not as before, in the spring, when speculators anticipating an immense consumption for railway purposes, bought recklessly, and not having capital enough to sustain themselves until the real consumptive demand sho'd come round, as it has now, were compelled to sell at low prices and you know as well as I do, the immense number of railways in progress, and of the immense consumption of iron for general purposes in a period of unexampled prosperity now prevailing, which cause a the Ctyde, merchant bars at Cardiff £9 per ton, and railway bars at Cardiff £12 per ton, and I have no quote £1 per ton additional for each of these kinds. So that our American iron masters need fear no competition from this country; they may charge \$100 per ton for rails with the most perfect composure, and fear no rivalry from England. Istrongly advize them to go into the manufacture of iron with great spirit and increased capital, not doubting that and an unlimited control of their own market may be expected for years. In the meantime high prices will diminish consumption, and the makers will be gradually found to lower prices, and I hope they will be more satisfied to do a large business at moderate prices than a small business at very high rates. The atmospheric principle is increasing in public railway, and other lines that will soon be in operawill be realized. You recollect our countryman Pinkus of Philadelphia, is the inventor of this beautiful and most philosophical plan of railway. him. Parties here are interesting themselves in king one of 92 miles, from Hanover to Hamburg, It was the opinion of those present that the exper- but he has been two years about it and will take been made in twelve months; as there are no difficulties in the way. I hope to write again soon, and am now most truly yours. G. RALSTON.

Railroad Improvements in Georgia,

And a comparative statement of the cost of a royage

lished in the Augusta, (Ga.) Constitutionalist. It has roads would be made—and in their train an imbeen since republished in several papers in the south. The writer is evidently a gentleman of abil- the extensive mines, of that region would be sure to ity, who thoroughly understands the subject; and is follow; thus giving new life to enterprize, indeeply interested in the success of the Georgia railroads. He shows clearly how by extending them
into Tennessee, they may be made more useful to
the people, and more profitable to the shareholders—
of a charter, which will insure the early construcand at the same time sources of great economy in tion of the road.

ments in the business, as the demand abroad will, (Foreign Correspondence; of the American Railroad Journal.) the shipping of produce from an Atlantic, over a gulf port.

We were aware that there must be a material difference in the expense of shipping cotton, and writing to you for several weeks, and now I am so other produce from the southern Atlantic and the gulf ports; but had never seen a comparison of exthe past three weeks, and there is every prospect of greater than a fewer seen a comparison of exgreater than we had supposed, and it must operate powerfully in favor of the Atlantic ports when proper facilities for reaching them from St. Louis, or even from Nashville, are completed. Even if the expenses were equal both ways, the difference in time and climale would be sufficient to insure to the Atlantic ports, with good railroad facilities, a large share of the business, which now goes to New Orleans from above the point at which the railroad shall touch the Mississippi, near the north of the Ohio, or at St.

> There are many intelligent people who would be loth at this time to believe, and still more loth to admit even if they believed, that a railroad from the Mississippi at the mouth of the Ohio, or St. Louis to the Atlantic at Charleston or Savannah, could compete with that noble river, or at all interfere with the business of New Orleans-now a mighty city, but still in embryo-yet a well constructed single track railroad, between those two points, would find ample employment, and yield rich returns to its proprietors the first year after its completion; and in less than ten years from the opening of the road, a double track on one line only, would not be able to accommodate the business. There will, beyond all question in our minds, be at least three lines of railroad from the Mississippi river to the southern Atlantic ports, two of which if not all of them are sure to connect with the present railroads of Geor-

> There appears to us to have been, not only much enterprize, but exceedingly good judgment and great foresight evinced by the gentlemen of Georgia, who planned, and have thus far executed the railroads in that state. To strike those mighty rievrs as high up as possible, was their true policy-as the country below must then open other avenues in self defence, or rather to be on an equal footing with those above them-whereas, had the lower route been first opened, it might have been a long time before this upper one would have been completed; but complete this and the others are sure to follow.

It is to be hoped that the legislature of Tennessee, now in session, will, at an early day, grant a liberal charter for a railroad from Nashville to Chattanooga, to connect there with the state, or Western and Atlantic road of Georgia, which will now be speedily completed, by which an easy and cheap avenue to market, will be opened to middle Tennessee; and new life given to every department of industry, and increased value given to every species of property within reach of its influences. There cannot be a doubt but that the completion of this road in three years would enhance the value of property in Tennessee to an amount at least three times its cost; and from Charleston to Liverpool, and from New Orleans it is difficult to estimate, with any degree of accuracy, the advantages which would result to the peo-The following well written article was first pub- ple from its early construction. Latteral, or branch proved agriculture, and the opening and working of

Railroad Improvements in Georgia.

heretofore but little noticed abroad, begin to want of a communication with the south At- profits. excite attention in different parts of the Union. The rapid progress of these improvements recently, is creating an interest subject of making a railroad from Gunter's the whole aspect of the question would seem with the hope, that Georgia will yet reap river and by steamboats on the Coosa, and certainly progress to completion, and, upon the honors, and realize the profits of one of a short road from Rome, thus connect with mere financial considerations, it should be the greatest improvements of the age! Dr. the state road sixty-five miles from its eastern finished by the state itself. It would become James Overton, of Nashville, lately made a terminus. It was known that this would not only one of the most important in many very able speech in that city, which exhibits have been rather an imperfect continuance senses, but also one of the most profitable a thorough acquaintance with the whole of the line, but it would have been remarka-subject, and shows in a very striking light, der to the Georgia state road—would have extremity of this road! Nashville, seated upon the interests of his own state, and those of the most populous and fertile portion of Alabama and a part of west Tennessee; and the great valley of the Mississippi! The ob- for many other reasons would have been far haustible fertility for a great extent around ject of this speech-which I am pleased to better than no extension at all. It was there-offering a choice of markets to the exporter, see extensively re-published—was to impress fore advocated and encouraged, by all the upon the people of Tennessee, the importance and expediency of building a railroad the improvements connected with it.

one that the experiency of markets to the experiency and the quickest and shortest passage to the Atlantic, by many days, and many hundred miles—bringing her heavy groceries from from Nashville to Chattanooga.

ing upon the policy of continuing our state routes would not very materially interfere previously entertained, to any extent, and if operation.

The Alabama part of this improvement, I Nashville is situated nearly on a direct line onstrations, the views of many of our citi-believe has been abandoned. The company between Augusta and St. Louis, and is con-

subject.

above all, was in the most direct line to Mem- rich valley of the Coosa. or even to furnish suitable boats for the nav-opinion of many, however, that the state to the lake, from there by steamboat to Buf-

intelligence recently received from that quar-ter, encourages the belief that the route is practicable, and that the road will be built.

This is the only wrived route that I have the gull, and her dry goods through the recently heard advocated, and which appears to have given rise to such an effusion of ink, and waste of paper; unless the lower line dily rise to the rank of one of the finest in-were a continuous railroad line, the two land cities in the Union.

igation of the river. In this state of affairs, should stop here, at least for the present, and The railroad improvements of Georgia, the people of north Alabama-suffering for await future developments on the score of

in the right direction, and we are encouraged Landing to the double springs on the Coosa to be changed. In that case the road should And all . This is the only "rival route" that I have the gulf, and her dry goods through the

Such an inland city at the western termiwork. They give hopes that had not been with each other, supposing both to be put in nus of the line, would powerfully aid the zens will doubtless undergo a change on this depended much on a share of the 2 per cent. sequently on the nearest route from that city fund, which the state proposed only to loan to the ports of Savannah and Charleston.-There has been much dissatisfaction with to them, instead of making a subscription or This route would, therefore, not only draw the present location of the road, and its contemplated terminus at Chattanooga. It has been thought by many, that the route by again congress meanly refused, at the last counties of Kentucky, but would also draw Gunter's Landing was preferable on many accounts. That it was shorter, cheaper, accommodated better the rich valley of the Coosa, as well as upper and north Alabama, and the valley of the Tennessee.—
That it intersected that river below the most formidable obstructions,—would communicate laterally with Nashville, through Hunts
wille by many, that the route by again congress meanly refused, at the last counties of Kentucky, but would also draw some trade from Ohio, central Kentucky, Missouri, and the southern part of Illinois. And being open at all seasons of the year, would at some seasons, when other channels are obstructed by ice or low water, draw a great deal of trade from the section last the last countries of Kentucky, but would also draw some trade from Ohio, central Kentucky, Missouri, and the southern part of Illinois. And being open at all seasons of the year, would at some seasons, when other channels are obstructed by ice or low water, draw a great deal of trade from the section last the laterally with Nashville, through Hunts-gia state work and the improvements contributed by many of existing turnniles and nected with it, to afford this facility to the ville, by means of existing turnpikes, and nected with it, to afford this facility to the country, but from Arkansas, the upper part of Mississippi, and in fact from the whole range phis, the point first contemplated as the ulti-mate terminus of this great connecting line continuous railroad route, extending the state mountains! None will doubt the great exof improvement. These are brief hints at road to the Tennessee river, the policy of an tent of the travel from these regions. A the reasons given for a preference to the early extension will doubtless be agitated at glance at the map settles that question. All Gunter's Landing route, but this is no lonthe next session of the legislature. Few, I know that expedition, cheapness, and certainger an original question. The expense, the
presume, will oppose the extension of the
most formidable objection to the Chattanooga road to Cross Plains, at the expense of the
whether much trade could be drawn from route, has mostly been incurred, and the lower state. And perhaps none will oppose its countries bordering on the Mississippi and its route, as a state work, or even as a continuous railroad route, has been long since abandof of others. The extension of the road to doned. No one has recently supposed, that Cross Plains would add greatly to the profits acquainted themselves with the great advantage. the state, after such vast expenditures upon of the road, and cost but a mere trifle. It tages of the Atlantic over the gulf ports. the upper route, would now reconsider the would place the road nearer to the Hiwassee Those unaccustomed to details may draw matter, and run a road to Gunter's Landing. valley, and in fact to nearly all the most some idea of these advantages from the well I have seen no reason for the apprehension fertile and productive parts of east Tennessee. known fact, that many exports go to New lately expressed by the friends of the present It would also give the full advatage of the York from Cincinnati, rather than to New route, or any practical utility in their revival road to nearly all the northwestern parts of Orleans. Instead of running down to New in the public prints, of an absolute issue. It our own state, and would not be very remote Orleans, without transhipment, and at the was not believed from the last action of the from some of the finest counties of middle lowest freight perhaps in the world, on an legislature on the subject, that any further Tennessee. It is clearly the interest, as well inland line of the same length, we find them appropriation would shortly, if ever, be made, as the duty of the state, to continue the road sometimes struggling up a low river to and no disposition was manifested in Ten- to this point, with convenient despatch, and Portsmouth, then transhipped and carried nessee, until recently, to continue the route, this will doubtless be done. It has been the more than three hundred miles on the canal

falo, from there by canal to Albany, from of course produce of the same quality, low-there by steamboat to New York! These er in the gulf than in the Atlantic ports. are generally very heavy articles of provisions, and we find them carried 12 or 1300 can be accounted for by figures, and facts Alabama, holds good as to other produce, and miles, partly over artificial improvements of known and tangible Say, immense cost, and undergoing four tranship- 1. ments, in preference to going to a gulf port in less time without transhipment, and for a fraction of the freight charged upon the other route!

Strange as this may seem, merchants understand the matter perfectly well. As it may not, however, be so well understood by planters and farmers, I will, for their inforwould be the earnings of a ship from Liv- easily estimated. erpool, say of 700 tons, making a trip to a

New Orleans (a gulf port.)

Liverpool to Charleston, giving four months

jor the voyage.
Interest four months on value of ship, say \$25,000, at six per cent
Sailing ship: being seamen's wages, etc., etc., \$1000 per month
Insurance on ship out and home, 11 per cent
Port charges, (wharfage, pilotage, etc.)
Storing 31 bales cotton to the ton, 2275 bales at 10 cents
Compressing same at 50 cents per bale,
Commissions on freight, 2275 bales,
averaging 380 each, 864,509 lbs., at 1d. stg., \$8,645; at 21 per cent
Com. on disbursements in Charleston

Expenses of voyage, less charges in Liv- erpool	\$7,023 9,077	99
Net profits of Charleston voyage	\$2,043	01

Same ship on a voyage to New Or	leans.	
Interest for five months on value of ship, \$25,000, at six per cent	625	00
One month extra wear and tear of ship, (usual estimate) } per cent	187	50
Five months sailing of ship, \$1,000 per month	5,000	
Insurance from and back to Liverpool, 21	com	
per cent	637	50
Port charges (pilotage, marketing, etc.,). Towing in from and out to Balize, \$425,	637 600	00
and \$212 50	675	50
Storing 2275 bales cotton at 30 cents	682	50
Compressing same, at 50 cents each	1,137	
Commissions on freight, 2275 bales 440		
each, at 1 d. stg., \$9,191 at 5 per cent	459	55
Com. on disbursements, \$3,517 05, at 5		
per cent	185	85

Charges at New Freight \$9,191,	Orleans	10,202 9,650	90
Loss	••••••	552	90

seen, equal to \$546. The consequence is, a deep interest in the progress of our improve- leans. He was certain, at any rate, that it must that freight must be necessarily higher, and ments?

These are obvious disadvantages, which

Difference in sailing ship for same reason.

Heavy difference in insurance for the dangers of passing the straits and keys of Florida. Enormous charge for towing to and from the

Difference port charges.

Difference in charges for storing, commissions,

An intelligent correspondent doing busiis always more active, and presents many 447 50 felt, and duly appreciated by the merchants ports. 450 00 of New Orleans," etc. It will readily be perceived that the advantages above enumer-227 50 ated do not apply to cotton alone, but equally to all other products, and apply still stronger, to provisions, a principal product of the west. The same correspondent adds—"and 45 37 May, it may be safely assumed, that 50 per cent, of the flour and corn exported becomes sour and heated," etc.

In the language of an intelligent merchant of Huntsville, "no one can estimate the dis-advantages of the gulf ports, but those who have been confined to them."

Look for instance, at the charges upon a planter of north Alabama, above the shoals: He usually pays freight per 100 lbs..... 621 the custom is to draw at 6 months,—loss of interest.... Commissions for accepting.....

40 cts.

Speaking of the disadvantages under which north Alabama labors, a correspondent says: "What holds good as to cotton from north from numerous other points. Let us consid-Difference of interest from increased length of er for a moment what would be the result to all the country within one hundred miles of a railroad from Augusta to Nashville, Tennesee," etc. My friend runs out these consequences with much judgement and ability, but as they will be made obvious from what has been said, I need not extend this article by repeating them. In fact I have extended But there are other advantages in the At-this communication much longer than I inmation, give a comparative statement of what lantic ports, still more important but not so tended. My object is only to introduce the subject and press it upon the inquiring intelligence of the country. I hope it may be tagulf and an Atlantic port, at the same rate ness in New Orleans, speaking on this sub ken up by abler hands. Some of our intelliof freight.

ject says: "The saving of interest, freight, gent merchants could do more justice to it.—
Comparative statement of what a ship of 700 insurance, towage, landing charges, etc., etc., etc., I have to derive many of my facts from them, tons will earn in a voyage from Liverpool are not the only advantages of an Atlantic and claim no other merit in using them, than to Charleston (an Atlantic port,) and to port, but being so much nearer the great that of an endeavor to give them a proper apconsuming markets of the world, the demand plication, and urge the importance of the conclusions to which they lead. I am indebted advantages to the merchant, as he can for many important details to a friend doing promptly avail himself of any late intelli-business in New Orleans, who formerly did 500 00 gence, and actually have his shipment nearly business in Charleston, and who is, therefore, to Europe, before the New Orleans shipper practically qualified to speak upon the com-4,000 00 will have passed the Balize! This is much parative advantages of the gulf and Atlantic

> This is a subject of deep interest to the south and west, and big with consequences to the social and commercial relations of these sections of the Union. Should this contemplated road be built to Nashville, we are on the eve of a great commercial revolution, too summer, is very prejudicial to the shipment of grain and provisions. After the month of May, it may be seed a second of the Gulf in little thought of by the great mass of our people. Without it even, we may soon look for a vest second or the seed of the second of the seed of the second of the se I am informed, that the Georgia railroad will unite with the State road, 173 miles from Augusta. In a few weeks, the State road will be finished beyond the Hightower, and in a few weeks more, it will reach the Oostenaula river near New Echota, and within about 40 miles of the Tennesse line. The rich vallies of east Tennesse will then pour down their surplus products to the head of the road, and must hereafter, derive their principal supplies from the South Atlantic cities. I am glad to hear that our merchants are preparing for

4 p. c. 2½ p. c. 2½ p. c. Augusta posesses unequalled add Augusta posesses unequalled advantages as a depot, for every description of export.— Apply these charges to an actual shipment, The same advantages which have recomadd storage, mending, etc., and take off a loss mended Augusta so strongly to the planter of & a & per cent. per lb. in the price for the as a cotton market, will apply equally to every disadvantage of a gulf port, then run out other product intended for a foreign market.

powerfully check the growth of the city.

sures fair competition and full prices, if he their letting. wishes to hold, he can do so at a very low rate of storage, and in fire proof ware-houses, Augusta, and certainly no part of our popu- some collateral stipulations. lation should have more cause than its mer-ATLANTIC.

Chesapeake and Ohio Canal.

We copy the following statement, originally published in the Albany Evening Journal, from the National Intelligencer-as we are not favored with an exchange with the Journal-for the purpose of congratulating the numerous friends of the canal upon the prospect of a speedy completion of that work to Cumberland; where they anticipate from the coal and iron mines of that region, ample and remunerating business.

We are gratified by the prospect of another noble avenue being soon in use for the transaction of business between the vast mineral region of the Alleghenies and the large cities of the Union, as we are fully of the opinion that the increasing population and the rapid development of our agricultural and manufacturing resources will at an early day require all that the people will be disposed to construct. The resources of this country are beyond computation; and but one in a thousand justly appreciates the energy and enterprize of our people, hence it is, many suppose that our improvements are going ahead of our necessities. It will, however, soon be discovered that there will be ample business, at remunerating prices, for all, if their managers will adopt that system which shall give to the people the greatest accommodation at the lowest possible rates. These rates are to be arrived at by experiments guided by sound discretion and careful management and not by the efforts of rival companies to ruin each other.

We hold that no class of people are better entitled to liberal returns upon their investment than those who invest in railroads and canals, for the reason that their profits are always delayed and oftentimes tractors during this month, and is to be comuncertain, while the thousands, who run no risk, are pleted within two years. almost invariably benefited, therefore the rates charged for the use of such works should always be such as will insure fair returns, yet such as will at the same time induce the greatest possible amount of

field, with harness fairly on, and branches reaching into the very bowels of the mines, and will have all its arrangements made to meet—and successfully too announcing that further orders could not be

is to be forthwith completed. From our the concurrence of the street commissioners, knowledge of the gentlemen who have un who have met to deliberate thereon. The in-Rochester Advertiser was led to make the followin. dertaken this work, we have no hesitation in habitants themselves welcome the project estimate of the cost of a stone bridge across the

A sound currency, and abundant capital, in-commending the attention of contractors to warmly.

New York, October 9, 1845.

Dear Sir: Pursuing our recent conversaequal to any in the Union. By holding at tion in relation to the contract lately entered through the town be successful, what living Augusta, he has the advantage of a constant into by myself and others, constituting the choice of seaports, and can, at the shortest no-firm of Gwynn and Co., with the Chesapeake tice, avail himself of the temporary advantages and Ohio canal company, for the unfinished of either. No location could possibly offer work of the canal, I have to state that our only in Birmingham, but throughout the midmore advantages as a depot for export than contract amounts to \$1,625,000, including

The work extends over a distance of fifty chants, to rejoice at the extension of our im- miles, commencing at dam No. 6, a few miles the centre of the midland metropolis-less provements, which must so rapidly increase above Hancock, and ending at the town of time than it takes our merchants and manunot only the quantity, but the variety of its Cumberland, in which distance work has al- facturers who reside at Edgbaston, Highgate, ready been executed equal to 31 7-10 miles, Smallheath, etc., to walk to their dinners. leaving to be done that which is equal to 18 3-10 miles.

> The amount of cost will serve to give you done, and I will only state on this point that brought £60, or 2,400 per cent. it embraces the completion of a tunnel, (the arching of which will require 5,000,000 of carried between Manchester and Patricroft bricks) dams, locks, aquaducts and culverts, besides a considerable amount of heavy ex-the hour started during certain periods of the cavation.

The contractors contemplate sub-letting the greater part of this work, and are now prepared to exhibit this part to bidders, and receive applications for it. One or more of the contractors will remain on the line for this purpose until after the 20th instant, when subcontracts will probably be entered into, so far as the bids are found to be satisfactory. Any of your friends that may be disposed to examine the work will be cordially welcomed and kindly treated, and I trust their visits may prove of mutual advantage. The contractors are already prepared with money sufficient to fulfil all sub-contracts they may enter into.

It may not be amiss for me to state that those disposed to examine the work to be done as they may prefer, and at either place may readily find horses to convey them along the line of work, and be directed either to the contractors or engineers of the company in charge of the line.

The work must be commenced by the con-

Railway Gossip.

The London Railway Chronicle has the following among much other gossip.

Iron foundries are said to be about to be

we hope therefore, that wise counsels will govern One circular intimated an advance of 10s. in the directions of these two companies, and that per ton on nail rods. An advance on pig iron both will be so managed as to give to the proprietors of from 5s. to 10s. per ton has also taken

Their experience of railways has taught them to appreciate their value. Birmingham Advertiser says :- " Should the present contemplateread gt railway lines -and the rapid increase of the property, not land districts? Dudley, Tipton, Wednesbury, Bilston, Stourbridge, Westbromwich, and Walsall will be only a ten minutes ride from

The highest rise which has yet taken place in any shares is instanced by those of the Wakefield, Pontefract and Goole. Shares an idea of the heaviness of the work to be on which £2 10s. have been paid last week

> During the Eccles race week the passengers exceeded 40,000. As many as six trains in day. Before the reduction of fares, these races hardly made any sensible difference in the usual traffic receipts.

> Steam Carriages on the Prairies.- The following paragraph from the Sangamo (III.) Journal announces another prospective innovation upon the ancient manners and customs of the prairies. We wonder what the prairie wolves will say to such company? We shall doubtless hear from them when this machine is in full operation.

The Sangamo Journal states that Gen. Semple, one of the senators in congress from Illinois, is about to perfect an experiment which he has been laboring at for several years. He proposes to run locomotives on ordinary level roads. He has already surveyed and marked out a natural level route from Springfield to Alton, and expects very shortly to run can be conveyed on the Baltimore and Ohio railroad either to Hancock or Cumberland, little importance, if success should otherwise crown his efforts.

> Railroad from Woonsocket to Dedham, Mass .- A meeting is called at Dedham next Friday, to take measures for the construction of a railroad from Woonsocket, through Norfolk county, to Dedham.

> Railroad from Lexington to Maysville, Ky.—We see from the Maysville and Lexington papers, that active preparations are being made to obtain a charter for a railroad from Maysville to Lexington at the approaching session of the legislature.

Wilton Railroad.—The managers of this road are progressing with their subscription; something more than one-half of the requisite amount of stock is al-This canal has a powerful rival already in the established at Boulogne, to be worked by coals imported from Wales.

The canal has a powerful rival already in the established at Boulogne, to be worked by coals imported from Wales.

Circulars have been issued in the iron trade announcing that further orders could not be arrangements made to meet—and successfully too announcing that further orders could not be received unless at an advance of 1l. per ton. The directions of these two competition than either of the other routes.

The directions of these two companies and the properties are said to be about to be ready taken up, on or near the line of the road, for commencing the first division as far as East Wilton, which will probably be completed in the course of 1846. The remainder of the route is considered practicable and feasible to Marlow and on to Connecticut river. It is at least 13½ miles nearer to Boston that may be broady taken up, on or near the line of the road, for commencing the first division as far as East Wilton, which will probably be completed in the course of 1846. The remainder of the route is considered practicable and feasible to Marlow and on to Connecticut river. It is at least 13½ miles nearer to Boston that may be broady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken up, on or near the line of the roady taken u

The Susquehanna Democrat states that the differences between the Delaware and Hudson canal comboth will be so managed as to give to the proprietors and also to the people and the business operations of the community the greatest possible benefit.

"The Chesepeake and Ohio canal, as will be seen by the following letter from a friend, ham. The proposition seems to meet with best open acceded to by the railroad company claimed by them have been acceded to by the railroad co.

Bridge over the Niagara River .-- A writer in the

agara river at a point below the falls, where it is only 332 feet wide. The writers calculations are made for a bridge of a single stone arch, and the pracsingle some at all doubted. Supposing, says the writer, the bridge to be 350 feet long and 30 feet wide, there would be room for a railroad track, a carriage way, and side walk for foot passengers. It is estimated to cost as follows: \$5.000

Excavation in the bank for foundation ... Plank centre 440 feet long, 30 feet wide, 8 feet thick, 1,300,000 ft. plank \$7.....

Expenses and putting up of centre

Stone masonry, 22,000 cubic yds. \$4..... 10,000 88,000 Contingencies 8,000

...\$120.000 It is supposed that an iron suspension bridge could be constructed at a less rate, but the objection would be that the public would not have perfect confidence in its safety, at least so the writer thinks.

The Regent's canal, London, has been purchased by a new railway company, for upwards of 109,000.
The new railway will run through the heart of London, and connect the Great Western, London, and Birmingham, and Eastern Counties railways.

Inproved Locomotive.—A new engine, called the Condor, has lately been constructed for the Liverpool and Manchester railway company, by their su-

perintendant engineer, Mr. Durance. The improvements consist in having a double firebox, the combustible gases being consumed in the second, which would otherwise escape in an unconsumed state. By this means a considerable increase of heating power is obtained, and consequently an increased speed. We understand that the fuel used is coal, instead of coke.

The auxiliary screw steamer Massachusetts, which sailed from New York on the 15th of Sept., reached Liverpool on the 3d inst., after a voyage of seventeen days and a half, allowing for the difference of longitude between Liverpool and New York. The following remarks upon her voyage are from a passcnger

We have had a succession of variable winds short intervals of calms, and a great deal of cloudy, rainy, and foggy weather. We also have had a considerable proportion of head winds, not very fresh, and have never furled our topgallant sails but once on account of the strength of the wind—we have never reefed topsails. The motive power of the ship has been in use alone, or aided by the canvas, ten days, twenty-one hours, and has performed its duty excellently well. The new rig works to a charm; and all who have witnessed the combined efforts of the steam and sails, are perfectly satisfied of the value of the former as an auxiliary to a good modelled sailing packet."

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extrons to obtain and publish authentic information on all topics proper for the columns of a news-paper,—the state of trade, the prices of merchan-dize, the current news of the day, and the political movements in the various sections of the country will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF SUBSCRIPTION. For the Daily Courier, for one year, in advdnce \$8,00 For the Semi-Weekly Courier, for one year. 4,00 For the Weekly Courier, for one year 2,0 JOSEPH T. BUCKINGHAM. EBEN B. FOSTER.

TRAVELLERS RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT.

List of Railroads Now Open on the Continent, and the Fares.

The Fares are in the Coins of each Country, and reduced into English Currency; the thalers and silbgros; g. guilders, kreutzers and conts; fr. francs and centimes.

FROM	MILES	DESTINATION.	FIRST	CLA	168.	SECO	OND	CL	ASS.
				8.	D.	1		8.	D.
Aix-la-Chapelle	43	Cologneth.	2	6	0	1	15	4	6
Amsterdam	25	Utrechtg.	1 80	3	0	1	40	2	4
Amsterdam	1 1	Arnhem		1 .			!		
Antwerp	28	Brusselsfr.	3 2	2	7	2	50	2	0
Antwerp	150	Cologne fr.	21	100	10	16		12	10
Antwerp	96	Lille							
Antwerp	107	Aix-la-Chapelle, fr.	13 50	10	10	10	50	8	5
Augsburg	39	Munichg.	3	6	0	2	12	4	5
Basel	86	Strasburgfr.	13 9	1	2	_	60	8	6
Berlin	200				~	1 10		ľ	-
		Frankfort on O.th.	2 10	1 7	0	i	15	4	6
Berlin	53		1 - 1	1	6	3	20	11	0
Berlin	140	Leipzigth.	5 15		•	3			6
Berlin	128	Magdeburgth.	4 20		0		5	9	6
Berlin	18	Potsdamth.	20	2	0		15	1	0
Berlin	90	Stettin	1		• • •			1	
Bonn	16	Cologneth.	1		6		10	1	0
Breslau	53	Oppelnth.	2 10		8	1	18	4	10
Brunswick	44	Hanoverth.	20		0		18	1	10
Brussels	142	Colognefr.	20 50	16	5	15	50	12	5
Brussels	59	Valenciennes fr.	6	4	10	4	75	3	10
Budweis	64	Lintzg.	3	1 12	0	2		3	4
Carlsruhe	21	Badeng.	1 3		6	1		1	8
Carlsruhe	48	Offenbourgg.	3 18	3 5	6	2	12	3	8
Dresden	60	Leipzigth.	2		10	1	8	3	10
Dresden	134	Magdeburg							
Dusseldorf	18	Elberfeldth.	2		6		18	1	10
Frankfort O.M.	21	Mainzg.	2			1	27		5
Frankfort O.M.	26	Wiesbadeng.	24			lî	48	1 -	0
Hague	47	Amsterdamg.	36		_		45		1
Hiedelberg	14	Mannheimg.	1 2			1	30		10
Leipzig	33	Altenburgth.	111			1	26		8
Mannheim	73	Badeng.	5			3	30		10
Mannheim	52	Carlamba	3 1				12		8
	93	Carlsruheg.	6 4		3		30	7	6
Mannheim	100	Kehlg.				4	24	7	4
Mannheim	92	Offenbourgg.				7		5	7
Ostend	89	Antwerpfr.	9 2		. 5			5	
Ostend		Brusselsfr.	9 2		5	7	35	_	7 2
Ostend	169	Aix-la-Chapelle.fr.	19 5		7		25	12	
Ostend	212	Colognefr.	27 .	. 21	7		75		7
Paris	18	Corbeilfr.	3.		5		40	1	11
Paris	75	Orleans fr.	15 .		6	12	60		1
Paris	84	Rouenfr.	16			13		10	.6
Paris	5	St. Cloud fr.	8			1	60		6
Paris	12	St. Germain fr.	2.		7	1	50	1	3
Paris	12	Versaillesfr.	2.		7	- 1	50		3
Rouen	84	Parisfr.	16			13	1	10	6
Vienna	40	Glognitzg.	3 2	9 6	8	2	30	5	0
Vienna	120	Gratz							
Vienna	132	Ollmutzg.	11 1	2 23	5	7		14	0

from London, to which are added, those between some of t	he Continental Towns.
Abbeville 190 Frankfort O.M 544 M	loscow
Aix-la-Chapelle 330 Frieburg 739 N	aples1450
Amsterdam 248 Gand 177 N	eurenburg, from
Arnhem 270 Geneva	Frankfort O.M 126
Baden-Baden 650 Gratz, fm. Vienna 120 N	eurenbg, f. Leipzig 159
Basel 780 Hague 212 O	
Berlin 644 Havre, by Brighton. 137 P.	rague, fm. Vienna. 196
Berlin fm. Hamburg 175 " by Southampton 198 P.	
Bern 830 Heidelberg 589	
Bieberich 510 Kehl 684 P	
Bonn	
Bordeaux, fm. Paris. 346 Leipzig, fm. Frank- P	
Breslau, fm. Berlin. 202 fort O.M 210 R	
Breslau, fm. Dresden 154 Liege 300 R	
Brussels 250 Lyons, fm. Paris 290 S	
(Carlsrhue 625 Mainz 517 S	
Caub 485 Mannheim 571 S	st.Petersbg, f. Berlin. 1060
Coblenz 458 Milan 942 S	trasbourg, fm. Paris 285
Cologne 400 Milan, fm. Venice. 200 T	
Constance 820 Magdebrg f. Hambg. 157 U	
Dijon, fm. Paris 318 Magdeburg f. Leipzg. 74 V	
Dresden, fm. Prague. 94 Magdebg. f. Dresden. 134	
Dusseldorf 368 Marseilles, fm. Paris 500 V	
Elberfeld 388 Munich, fm. Frank-	enice, fm. Milan. 200
Emmerich 300 fort, O.M 214 V	
Florence	Lurich 830

UAn Alphabetical list of the Distances, in English miles of the Principal To

The direct Fares from London are at the following reduced rates.

LONDON.	ROTTERDAM.	from COLOGNE. from COLOGNE.
To the follow-	Out, or Single Journey.	Out, or Single Journey, Exclusive of Railroad Fares.
ing places.	Chief cabin Fore cabi	Chief cabin Fore cabin Chief cabin Fore cabin
{	£ s. D. £ s. D	£ s. D. £ s. D. £ s. D.
Dusseldorf	2 16 6 1 18 11	
Cologne	2 18 6 1 19 10	
S Bonn	2 19 9 2 0 6	
Neuweid.	3 3 11 2 2 4	2 8 1 1 15 2 1 16 2 1 7 6
Coblence.	3 4 11 2 2 10	
Bingen	3 10 1 2 5 9	
Bieberich.	311 1 2 5 9	2 15 3 1 18 5 2 3 2 1 10 11
Wiesbaden	3 11 9 2 6 4	2 16 0 1 19 0 2 3 9 1 11 6
Mayence.	3 11 4 2 5 10	2 15 5 1 18 6 2 3 5 1 11 0
Mannheim	3 15 6 2 8 8	3 2 19 6 2 1 4 2 7 6 1 13 10
411 14 1	10 6 1-16	

hildren under 10 years of age, half price; for dogs, half the price of fore cabin is charged on earriages, and horses booked in London direct for the Rhine, a considerable reduction is also made

Rotterdam, Van Es. Cologne, J. Simonis. Aix-la-Chapelle, J. A. Mayer. Spa, Dommartin.
Antwerp, C. Brequigny.
Ostend, St. Amour.
Gand, I. Van Aken.

Agents--General Steam Navigation Company.

W. Smith, and Mr. P. A. Brussels, W. Middleton.
Paris, F. Spiers.
Simonis.
Havre, P. Albrecht.
Rouen, Company's Office.
Dieppe, D. L. Chapman.
Boulogne, W. Hughes, Dellatre.
Calais, A. Spiers.
Hamburg, G. Delaval.

Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Do-ver, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz. Leave Boston for Portland at 7‡ a.m. and 2½ p.m.

Leave Boston for Great Falls at 71 a.m., 21 p.m. and 3½ p.m. Leave Boston for Haverhill at 7½ a.m., 2½, 3½ and 5 p.m. Leave Portland for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Haverhill for a.m., and opin. Leave Haverhill for Boston at 6‡, 8½, and 1½ a.m., and 6½ p.m.

Special Train.—A special train will leave Boston

for Andover at 11½ a.m., and Andover for Boston at

31 p.m.
The Depot in Boston is on Haymarket Square.
Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 CHAS. MINOT, additional value. 43 ly

Super't. October 20, 1845. SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep

TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a jatent in the United Wales, having obtained a jatent in the United States for his process of smelling Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late R. v. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., ja45

No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-ders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange and other locomotive wheels, axies, springs & hange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

OR SALE AT A SACRIFICE--A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

Also, 1 20-noise "

2 8-horse "

1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH.

Dounders and Machinists,

Founders and Machinists, Alexandria, D. C.

BOSTON AND MAINE RAILROAD.

Upper Route. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading,

Reading,

Stoneham, South Reading, cipal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS,

Reading, Pa.

C EORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 14 in. to 24 in thick.—bored and turned
outside if required. Railroad Companies wishing
to order will please give the great inside diameter. to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, j5a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. The Crank Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of Will Gearing and Mill Gearing and Will Ge ple and economical construction, and very effective Iron and Brass Castings of all descripio ns.t ja45ly

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel Juniata rods; car axles, made of double refined iron sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels made from common and double refined B. O. iron the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addres-

sed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa

FROM NEW YORK. New York and Harlem Rail-

road Comp Leave City Hall for Yorkville, Harlem and Mor Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

Evening, or 6 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

Tor Albany and Troy, direct, at 6 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

Norwich and Worcester Rail-Road. On and after May 22, 1845, Trains will leave as follows, viz:will leave as follows, viz:—
Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4 p.m. Leave Worcester, at 10 a.m., and 4 p.m. The morning train from Norwich, and the morning and evening trains from Worcester, con-

nect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except Sunday.

New York Train, via Long Island Railroad.

Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 71 a.m., daily, except Sunday, and arrives in Norwich at 91.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE,

Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper barrels, by JOHN W. LAWRENCE, 142 Front street, New York. ed barrels, by

Orders for the above will be received and promptly attended to at this office. 32 1y

SUMMER ARRANGEMENT--FARE REDUCED.

By the Great Southern Mail Washington Circumstances Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Balticed rates of lare, viz: I prough tickets from Ballimore to Charleston, \$21: whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$210. Baltimore to Petersburg \$7 50. Baltimore to \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line .- Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston S. C. at 6 a m. Charleston, S. C. at 6 a.m.

Passengers by the above line will arrive at Rich-Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those

ONG ISLAND RAILROAD.-EVEN-ing Line for Newport and Providence. Fare 50 cents.

Every Tuesday, Thursday and Saturday, from the foot of Whitehall street, at 41 o'clock and from Brooklyn depot at 5, p.m.

On the arrival of the train at Greenport, pas gers will proceed immediately in the steamer "New Haven," direct. 2t 39

BOSTON AND PROVIDENCE RAIL-road. Dedham Branch Railroad. Stough-Stoughton Branch Railroad, Fall arrangement, to com-

mence Monday, September 29, 1845.
Steamboat train for New York via Stonington

leaves Boston at 41 p.m. Accommodation trains, leave Boston at 8 a.m. and 3½ p.m. Leave Providence at 8 a.m. and 3½ p.m. Fare in first class cars, \$1 25

" second " 85
Dedham trains, leave Boston at 9 a.m. 3 p.m., and 6 p.m. Leave Dedham at 7½ a.m., 10½ a.m. and 41 p.m. Fare 25 cents.

Stoughton trains, leave Boston at 12 m. and Leave Stoughton at 8 a.m. and 21 p.m. 4 p.m. Fare 50 cents.

W. RAYMOND LEE, Sup't. Sept. 15, 1845.

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat I St. Nicholas, Capt. Alex. H. Shultz, will leave the Freight. St. Atcholas, Capt. Alex. H. Shintz, will leave the feot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of

inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,
H. C. SEYMOUR, Superintendant.
Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Eriday, to Dung.

go, Port Jervis, Honesdale Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.,
31 1y

BALTIMORE AND SUSQUEHANNA
Railroad. The Passenger train runs daily
except Sunday, as follows:

EXINGTON AND OHIO RAILROAD.
Trains leave Lexington for Frankfort daily,
at 5 o'clock a.m., and 2 p.m.

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at 1½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket of-

rice daily, Sundays excepted, at 31 p.m. for Cockeys-ville, Parkton, Green Springs, Owings' Mills, etc. Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow

ing day in any passenger train.
D. C. H. BORDLEY, Sup't.
31 ly Ticket Office, 63 North st. DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x 1 inch Flat punched Rails, Bars

18 feet each.

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the Great Western Mail leaves Bal
New York. September 13, 1845.

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumand with the lines of Post Coaches between Cum-berland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 51 P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.
WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 51 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

YENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.
This Road is open for the trans-

reight. Rates of Passage, \$8 00. Freight — On weight goods generally... 50 cts. per hundred On measurement goods 13 cts. per cubic ft. On brls. wet (except molasses

On iron in pigs or bars, cast-ings for mills, and unboxed

40 cts. per hundred.

On molasses and oil \$6 00 per hhd.

Goods addressed to F. Winter, Agent, forwarded free of commission.

THOMAS PURSE, free of commission. Gen'l. Sup't. Transportation.

at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for LexIngton daily, at 8 o'clock a.m. and 2 p.m. Distance, 26 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from
Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

EARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to James P. Allaire,

Peter Cooper, New York. Murdock, Leavirt & Co.)

J. Triplett & Son, Richmond, Va.

J. R. Anderson, Tredegar Iron Works, Rich-

mond, Va. Patton, Jr. Philadelphia, Pa.

Colwell & Co. Philadelphia, Pa. J. M. L. & W. H. Scovill, Waterbury, Con.

J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.
35 Iy

PAILROAD IRON AND FIXTURES. 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2½ x ½ inch Flat Rails.

Also—A STEAM PILE DRIVER, built by price, delivered in the United States.

"Dunham & Co." which has never been used, and s20 2m ja45

30 Wall st., N. York.

Notice is hereby given to the holders of stock of the New York and Erie Railroad company, that by the terms of the 8th section of the Act of the 14th May, 1845, it is provided that, if within 6 years from the passage of the law the company shall complete a single track from the Hudson river to lake Erie as and a branch to Newburgh, in Orange county, then "the said company shall be released from all liabil-"ity to pay to the state any demand which the state "may have against them, with this exception only, "that in case any holder or holders of the capital "that in case any holder or holders of the capital "stock of said company heretofore issued and certi"fied, or purporting to be paid in full, shall not with"in six months from the passage of this act, surren"der to the company their stock certificates, and re"ceive or offer to receive therefor, for every two
"shares of stock heretofore issued, one share of stock
"to be hereafter issued, then all such stock heretofore
"issued, and not so surrendered shall not be arbited." "issued, and not so surrendered, shall not be subject to the provisions of this law; but the state shall retain the right to claim upon such outstanding stock, and the said company shall pay into the treasury of the state, upon the order of the comptroller, any and "all dividends upon such outstanding stock, and the "comptroller shall apply the same to the credit of "said company, until the state shall receive in such "dividends, so much of their said debt of three mill-"ions of dollars and the interest thereon, as would be "the proportion of such outstanding stockholders to "pay, provided the whole debt of three millions of "dollars and interest thereon were collected ratably "from all the stock of said company now outstand-

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec"retary of said company, within thirty days after the "expiration of the six months mentioned in the last "preceding section, to file with the comptroller of "the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provisions of the last preceding section; and whenever "any dividend upon the stock of the said company "shall be made, it shall be the duty of the board of district to retify the correctles of each divided." "directors to notify the comptroller of such dividend,
and upon payment of the dividend aforesaid into
the treasury, the comptroller shall furnish to said
company a receipt for the portion of such dividend belonging to any stock not surrendered and exchanged in pursuance of the last preceding section "of this act, and said company shall surrender to "the holders of such stock the receipt of said comp-"troller in lieu of said dividends."

It will be seen that on or befere the 14th of November next, each and every holder of the stock of the company must decide whether he will avail himself of the provisions of this law by surrendering his stock and receiving one share for every two shares thus surrendered. With reference to holders who neglect to avail themselves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all possible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors.

398t

T. S. Baown, Acting secretary. ing his stock and receiving one share for every two shares thus surrendered. With reference to holders

OFFICE OF THE NEW YORK AND Erie Railroad Company. No. 50 Wall st. New York 4th October, 1845.

Notice is hereby given that the sum of three millions of dollars, required by the law of May 14th, 1845, has been subscribed to the capital stock of The subscribers are required to make a payment of five dollars on each share, at the office of the company, on or before Thursday, the 16th of October

By order of the board of Directors.

T. S. Brown, Acting Secretary.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 44.]

THURSDAY, OCTOBER 30, 1845.

[WHOLE No. 487, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertisi ng contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING.

One page per annum	125	U
One column "	50	0
One square "	15	0
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One square "	2	50
One page, single insertion	8	0
One columnn " "	3	00
	1	00
Professional notices per annum	5	00
		_

ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Bur-

den, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron, Works, near Morristown,

N. J. (See Adv.) NORRIS, BROTHERS, Philadelphia, Pa.

KITE'S Patent Safety Beam. (See Adv.) FRENCH & BAIRD, Philadelphia, Pa. (See Adv.) NEWCASTLE MANUFACTURING COMPA-

NY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Com-

bridge, Mass.
BALDWIN & WHITNEY, Philadelphia, Pa.

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn (See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been construct-

CYRUS ALGER & Co., South Boston Iron Company.

SETH ADAMS, Engineer, South Boston, Mass.

STILLMAN, ALLEN & Co., N. Y.

JAS. P. ALLAIRE, N. Y.

H. R. DUNHAM & Co., N. Y.

WEST POINT FOUNDRY, N. Y.

R. HOE & Co., N. Y.

ANDREW MENEELY, West Troy.

JOHN F. STARR, Philadelphia, Pa.

MERRICK & TOWNE, do.

HINCKLEY & DRURY, Boston.

C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass. have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

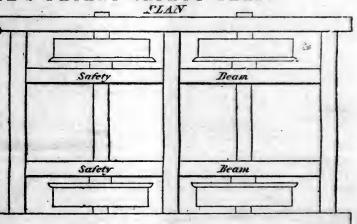
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

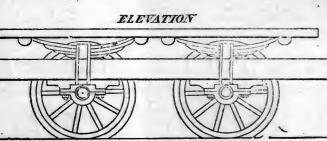
JOHN FRAZER, Agent,

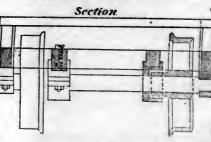
GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







PATENT HAMMERED RAILROAD, SHIF and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material allow ways used in their manufacture, and their very genurnoses in this country of the spikes purposes in this country of the spikes purpose in the spikes purpo eral use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant-

is desirous of extending the manufeturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

Our improved Spark Arresters have been extensively used during the

ways used in near manufacture, and their very general use for railroads and other purposes in this country, the ranufacturers here to destitation in warranting them fully dependence. All orders addressed as severities at the works, with perputpible and experiments and difference and the works, with perputpible control, and the several the works, with perputpible control.

The above spikes may be had at factory pires, of the above spikes may be had at factory pires, of the above spikes may be had at factory pires, of the above spikes may be had at factory pires, of the above spikes may be had at factory pires, of the above spikes may have been never the works, with a factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber of harding the spikes and walls, from 3 to 10 inches, manutactured by the subscriber obtained a patent of wrought Spikes and Nails, from 3 to 10 inches, manutactured by the subscriber obtained a patent are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countershik heads suitable to holes in from the fall of the spikes and walls are spikes and walls and the spikes and walls are spikes and walls are spikes and walls are spikes and the progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the home.

All orders directed

ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

ja 45

le terms.

Philadelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844.

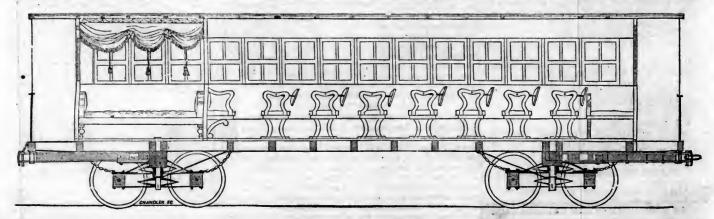
ja

Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, no only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axies, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country Our Works are within lifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVES
Tyres imported to order and constantly on hand
ov
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron eastings, of all kinds conwork and Brass and roll easings, of an Andes con-nected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H.

Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45 — President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE
improvements in the construction of rails, mode of
ENGINES AND BOILERS. guarding against accidents from insecure joints, etc. -respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Com-panies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

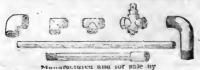
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

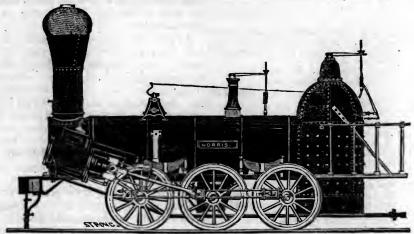
From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. Ls, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.

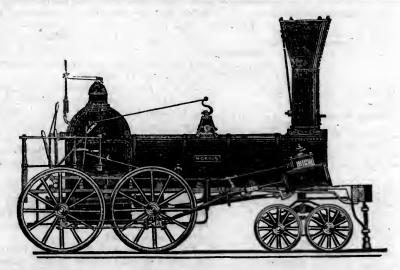


MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

NORRIS, LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches	D	iameter o	f Cylinder	$\times 20$	inches	Stroke
"	2, .	14	66	. "	ű	$\times 24$		46
"	3,	141	٤.	**	66	× 20	6	,6
66	4,	$12\frac{1}{2}$	66	. "	"	× 20	64	22
66	5,	11-	33	"	"	$\times 20$	66	66
66	6	101	66	66	44	V 18	66	66

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call Mattention to their Chilled Wheels Cintadelphia. for the Trucks of Locomptives, Tenders and Cars

NORRIS, BROTHERS.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland. WILLIAM YOUNG,

iv451m President. TO IRON MASTERS,—FOR BARRAL SITES in the immediate neighborhood of Bi-O IRON MASTERS.—FOR SALE.—MILL trurinous Cool and Iron Orc, of the first quality, at Ralston, Lyonning Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald MeIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore. W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine face screw, and other lathes suitable

large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-&c.

es, &c.
Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451

fect two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,

CYRUS ALGER & CO., South Boston Iron Company.

690 AN
Nincteenth Annual Report,
Of the President and Directors to the Stock
holders of the Baltimore and Ohio Rai road Company.
At a meeting of the stockholders held pur
suant to the charter, on the second Monda
of October, 1845, in the city of Baltimore
the president and directors of the Baltimor
and Ohio railroad company submitted th following report and statements of the affair
of the company:
First.—Of the Main Stem.—The state
ment A shows the situation of the company
office on the 30th ultimo; the revenue an
expenses on the main stem for the year en
ing on the same day, are shown by the statement B; and the statement C shows the re-
ceipts from all sources, and the disbursement
of all kinds during the same period. The
are the following, viz:
Α.
Dr. The Baltimore and Ohio railroad company Stock in the Washington branch road. \$1,032,600 (
Cost of road to Harper's Ferry, includ-
ing real estate, depots, locomotives, passenger and burden cars, etc4,000,000 0
Cost of road west of Harper's Ferry, in-
cluding real estate, locomotives, etc. 3,623,606 2
Coal trade, for amount expended in cars and engines for that purpose, includ-
ing \$38,216 74 in the previous year118,803 9
Sterling bonds in the hands of Messrs. Baring, Brothers & Co. of London 3,181,005 1
City of Baltimore six per cent, stock
on hand
million loan
million loan
road—same as cash
Cash on hand
Cr. \$12,143,065 8
Loan at six per cent. for the purpose of
Loan at six per cent. for the purpose of taking stock in the Washington branch road
Stock
Stock
State of Maryland five per cent ster-
ling bonds
balance now due
Revenue—balance of this
account on the 1st of
October, 1844490,008 87 Amount which has accru-
ed since
road in April last30,978 00
1,259,590 05 Less expenses, repairs &
interest, including the sum of \$48,419 44 ex-
sum of \$48,419 44 ex- pended for purposes of
construction
\$12,143,065 8
Statement of the revenue and expenses of the Bal- timore and Ohio railroad company, on account of the
main stem of the road, for the year ending the 30th of September, 1845.
The amount received for the transpor-
tation of passengers and merchan-
dize for the year ending September, 30th, 1845, has been
And the expenses for the same period
have been as follow, viz: Expenses of transportation, including
fuel, salaries of superintendent, agents,
conductor, etc113,285 86 Repairs of road 88 184 87
Repairs of road88,184 87

passenger cars....11,229 27

	ft locomotives 44.481.71
,	10 locomotives
ķ-	burden cars 24,055 04
l-	water stations
	Repairing and rebuilding
	bridges
r-	Watching bridges and pump-
y	ing water at water stations8,984 50
e,	Office and incidental expen-
e	ses, including salaries,
	house rent, fces to counsel,
e	
rs	
	And showing the earnings of the road
e-	to be
s	
	stem from the Washington
id	And the Assidend was to 1-
d-	received from the same 30,978 00
e-	received from the same
e-	Making
ts	The interest on the million
	loan, etc 60,931 83
y	Leaving 1,024 17
	-,041
	\$375,785 91
y.	C.
00	Statement of the receipts from all sources, and the
	disbursements of all kinds of the Baltimore and
	Ohio railroad company, during the year ending the
00	30th of September, 1845.
	There remained a surplus on the 1st of
8	October, 1844, after the dividend was
	declared, of
	The revenue for the year end-
18	ing the 30th September,
	1845, inclusive, has been 738,603 18
1	This road has received a di-
	vidend of three per cent.
9	from the Wash, branch30,978 00
_	Making 769,581 18
7	There have been received on account
0	of forfeited stock
8	And for interest on city of Baltimore
	six per cent. stock
1	six per cent. stock
4	hands of officers on the 1st of Octo-
7	ber, 18444,774 10
0	Showing the total amount of receipts
ŏ	from all sources
	The expenses of working the road, etc.
5	including the interest on million loan
	have been
0	Y
0	Leaving\$369,291 42
9	The other disbursements of the compa-
1	ny during the year, have been the
1	ny during the year, have been the following, viz:
	Payment to Baring, Brotners
	& Co50,017 53
	For various purposes on ac-
1	count of construction48,419 44
	For the coal trade118,803 98
1	And for the sinking fund999 97
	Making 010.040.00
	Making
	The company have on hand belonging
	to both roads184,677 66 Deduct amount be-
0	longing to Wa-
_	shington branch. 88,308 45
1	96 369 21
-	Due by the Washington
_	branch
2	City six per cent. stock,
1	amounting to
1	amounting to
1	\$369,291 42
	Office of the Baltimore and Ohio railroad
1	company, 1st October, 1844.
3	J. I. Atkinson, Secretary.
1	
	Taking the statement A, and beginning
1	on the debit side, it will be observed that the
	following are shown, viz:
1	1 (1)

and every expenditure now incurred being necessarily taken out of the revenue. There has been expended, however, the sum of \$48,-419 44 properly applicable to this account, being for settlement of claims for right of way, interest on the debt to Messrs. Baring, and the cost of placing the money in England, the construction of bridges, improve-ments at depots, and various other items; and this sum the board have directed to be considered as part of the expenses of the current year. There is also included in this amount, the sum of \$10,270 paid to contractors for making the road, which, at the time of the last report, was in litigation; so that the whole sum now unsettled of this class of debts, amounts to only \$2,150.

2. That the amount expended in cars, engines, etc., for the accommodation of the coal trade has been \$118,803 98, which includes the sum of \$38,216 74 disbursed in the previous year.

3. That the city of Baltimore six per cent. stock has been reduced since the last annual report, \$20,000; which sum was set apart as a sinking fund, for the redemption of the million loan, incurred on account of the construction of the Washington branch road; making, together with \$15,000 heretofore set apart for the same purpose, and the accumulations of quarterly interest reinvested as they accrue, the sum of \$37,000.

Then by reference to the credit side it will be seen:

1. That the "loan at six per cent for the purpose of taking stock in the Washington branch road," is placed at \$1,000,000, as it was originally, instead of \$985,000, as in last year's statement; the board having ordered that the \$15,000 of bonds belonging to this account, which were cancelled, and upon which, in October 1843, a "sinking fund," was commenced, should be restored, and placed in such position as to accumulate by the quarterly interest.

2. That the debt of Messrs. Baring, Brothers and Co., now stands at \$153,708 95, being \$50,000 less than last year. It may be proper here to remark, that the remittance of this sum was made on the first of May last, five months before the payment was due, and at a saving of interest for the difference of time.

By the statement B it will be seen that the revenue of the road for the year ending the 30th Sptember last, has amounted to \$738,603 18, being \$79,983 20 more than the revenue of last year.

Of the expenses of working the road and keeping it in order, shown by this statement, it is gratifying to observe that, while there has been a considerable increase in the trade and travel, there has been comparatively but a trifling increase in the expenses; except in the item of repairs of bridges, which is upwards of \$49,000 greater than that of last year, and to which more particular reference will hereafter be made.

following are shown, viz:

The net receipts from the business of the main stem, over and above the expenses, inof Harper's ferry" is the same as stated in dependently of its connection with the Washlast year's report, the capital being absorbed, ington branch, amount to the sum of \$375,-

785 91, being nearly five and a half per

cent upon the capital.

that entire period, and especially since its tive power. completion to Cumberland.

year; the receipts from all sources during liest practicable period. the year, and the disbursements on all accounts for the same period, together with the

ultimo.

By this statement, it will be seen that the company have on hand the following, viz:

Leaving......
City stock on hand..... 40,096 59 Debt due by the Washington branch road, which is the same as cash.... Borrowed from the reve-

nue for the purpose of the coal trade, and to be refunded out of that ... \$118,803 98

that trade...... 28,202 98- 90,601 00

And to which may be added the divi-dend of 3 per cent. to be received from the Washington branch road......

Making in all.....\$264,085 98 Of this, the board have applied to the resources of the company as borrowed from tion.

The condition of the track west of Harenced in procuring the timber in sufficient construction. quantity for its repair from the southern In regard ly obviated.

Appended to this report will be found a table showing the aggregate number of passengers, and the amount in tonnage of the various articles of produce and merchandize
menced in 1838, of gradually renovating the
of the temporary support which had been transported over the road on each year for entire line to Harper's Ferry with a substan- put under the arch during its repair, and for the last ten years, and the gross revenue retial edge rail, such as is used west of that assisting it while deprived of the counter ceived from the same. This statement afpoint; and in some of the sections along the thrust of the adjacent span, which had not fords gratifying evidence of the gradual in-Patapsco, to avoid the short curves which so then been reconstructed. crease of the business of the road through seriously obstruct the efficiency of the mo-

An accident occurred to the Harper's Ferry viaduct on the 18th of March last, similar available means of the company on the 30th to that which happened to the same structure on the 5th of September previous. On the evening of the former day, as a train was crossing-consisting of the engine Gladiator, nine house cars loaded with merchandize upon the curved arm of the bridge, on the ing got beyond the pier that sustained the arch which fell, passed safely over. The The outlay incident the road was not seriously interrupted.

the resolution announced in the annual re-port of 1842, for the reimbursement of the close of the year, will have been restored loan of a million of dollars contracted for the construction of the Washington road, the sum of \$20,000, and of the balance, they have determined to divide among the stockholders there are the stockholders the st served, has been placed among the available part accessible to constant and minute inspectionance of every structure, composed of per-

The recurrence of such an accident, as will be readily supposed, created the most siderable proportion of the present year's ex-The condition of the track west of Harper's Ferry, is of the most satisfactory character. The trains, both of passengers and merchandize, have continued to pass over it without interruption; and the cost of keeping it in repair is quite inconsiderable. That portion east of Harper's Ferry is in as perfect condition as the nature of the materials of which it is constructed. renders practicable will be readily supposed, created the most siderable proportion of the present year's expense, under this head, is for materials now on hand for work still to be done; and, the entire route, and the principles upon which they were constructed. They accordingly ordered the most rigid scrutiny to be instituted upon both these points, and the reprising, nor calculated to excite mistrust, that they have required to be strengthened, when it is considered that, owing to the inwhich it is constructed, renders practicable firm the opinion expressed in their former when it is considered that, owing to the increase in the weight of the trains, they are

the road, so that this difficulty will be entiredue in part to defective workmanship, and the most of the railways of the United States, unsound state of a part of the timber which and with similar effects upon their timber

It is manifested, however, that the increas- could not readily be inspected, and which ing business of the road, and especially that had escaped the attention of the supervisor,

It will be remembered that it was necessary to hasten the finishing of the bridges Indeed, a wise economy would suggest along the route, in order to avoid delay in the statement C shows the surplus rethat the accomplishment of so important a the opening of the road to Cumberland; and, maining on hand after the dividend of last work should not be delayed beyond the ear the difficulty which attended the procuring of the proper description of timber in sufficient quantities, made, in some instances, a very rigid inspection scarcely practicable.-Under all these circumstances, the board, taking into consideration the paramount necessity of preventing any apprehension on the part of travellers for their personal safety, and the certainty that the increase of the and produce, one gondola with iron, and ten trade, and the consequent more frequent pas-\$96,379 21 cars loaded with coal, the most western span sage of trains of increased weight, would render it imperatively necessary that these structures should be placed in the most permain stem of the road, suddenly gave way, precipitating into the river the gondola and the ten cars loaded with coal. The engine ly refitted and strengthened as to secure them and the remaining portion of the train hav-

The outlay incident to the accomplishconductor of the train fell among the broken ment of this important object, and which, in timbers into the river, but providentially es-strictness, is indeed a part of the capital or caped with but slight injury. As the straight cost of construction of the work, will account arm of the bridge remained uninjured, no for the greatly increased expenditure of the delay of consequence occurred in the pas-last over that of the preceding year, for the sage of the trains; so that the business of same purpose. It will also be borne in mind, that as the first accident occurred in Septem-The cars which fell into the river, and ber 1844, just previous to the termination of purposes of the sinking fund, according to their contents, were recovered, having suf-

stockholders three dollars on each share of last two months, the severest tests of its strengthening of the bridges, the security of stock, payable on and after the first day of November next, leaving a surplus of \$34,085 98, which will be applied as so much to the extinguishment of the debt due by the coal trade, and which debt, as will be observed has been placed among the archest corrected the strength and sufficiency. In the reconstruction of both arches, the opportunity has been of both archest the opportunity has been placed among the archest two mounts, the severest tests of its strength and sufficiency. In the reconstruction of both arches, the opportunity has been placed among the security of which in this respect is complete, but in protecting them more perfectly from the weather, and preparing them more perfectly from the weather, and preparing them to perform their duty for a long period, without further cost than must necessarily be attendant upon the main-

We must not omit to mention that a con-

daily bearing a burthen equal to that which quantity for its repair from the southern states; but, it is hoped that, in a short time, last accident, it appeared, upon a close examsupplies will be furnished from the line of the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that this difficulty will be made a southern the road so that the southern the road so the southern the road southern the ro

upon several important lines, has become the city of Baltimore; and, as long as the the subject. Accordingly an opportunity necessary—and at a cost far exceeding that communication with the interior was kept up was afforded by certain interrogatories proof refitting and strengthening those upon the by turnpikes, almost the entire product of pounded by the state, at the last session, to Baltimore and Ohio railroad, when the num- Maryland, and a considerable portion of present the views and wishes of this compaber of the bridges, and the mode of their re- Pennsylvania and Virginia, was brought to ny in regard to a mutual adjustment of tolls pair are considered.

The other appurtenances of the road, tochinery, are in a satisfactory condition.

built for the coal trade at the manufactory of but, the construction of the Chesapeake and ry, it will be observed that this company was Mr. Winans in this city, have proved them-Ohio canal along the western border of Ma-willing to enter into an arrangement by selves very valuable machines, of great pow-ryland, and of the Cumberland valley rail- which the exclusive transportation of coal, er and simplicity of construction, easily main-road from Chambersburg to Philadelphia, iron, and such articles as it was supposed, at tained in repair, and burning the Cumber-had already diverted a very considerable the period of its commencement, would beland coal in the most satisfactory manner; portion of the article from this market; so long legitimately to it: provided the canal and in this last particular, solving a question that the inspections of several years past, in-company would place such rates upon other of much interest in the economy of the com-stead of increasing with the growth and set-pany's transportation. The general result of the country, are scarcely equal to ford some revenue to the state in case they the transportation of coal thus far has been those of a very early period. Any further were carried by the canal or otherwise be to demonstrate the sufficiency of the estimates diversion of this important trade was, there-transferred to the railroad. of its cost heretofore made by the company's fore, regarded with alarm; and, under the engineers, and thus to encourage the board to circumstances of the case, the board deemed this proposition, and the whole subject reenter as largely into its transportation as cir- it to be their duty to consider the applicacumstances may show to be expedient. The tions made to them for a reduction of tolls, quantity of coal transported during the past not so much with reference to profit as to the year has indeed, from a variety of causes, preservation of the trade. It was evident also by the statement D and E as follow:

[Additional content of the statement of the state nished by the company with whom the con-ted to another market, a very considerable tract for its carriage was made. Other comportion of business necessarily connected panies in Allegheny are now, however, pre-with it, and growing out of it, would also be paring to enter largely upon the working of diverted; and, the result would prove not only their mines; and, unlike the company first a very serious injury to the city, but an abreferred to, which divides the produce of its solute loss to the company of the revenue mines between its own furnaces and the sea- which might otherwise be derived from the board market, will devote themselves exclu-return trade. It was, therefore, resolved that sively to the supply of the market. All these the rates of toll upon this article should be companies are looking to the Baltimore and reduced along that portion of the road which Ohio railroad for the transportation of their is adjacent to the Chesapeake and Ohio cacoal, and are preparing lateral railways of nal, to such a point as would compensate for their own, to connect with it at Cumberland, the expense of transportation. The board have entered into a contract with the most considerable of these companies, the salutary influence expected from it, and (the Maryland mining company,) to transer with what the other companies, including ket, during the present season, will be mate-the Mount Savage company will contribute, rially increased. may amount within a year or two, to 100,- It is obvious that the very low rates charg-000 tons or upwards. The transportation of ed by the Chesapeake and Ohio canal comthis large tonnage, which will be swelled by pany for the transportation of this article, to a considerable amount of other heavy commodities, from the outer depot to tide water, munerating revenue, by which that company has occupied the serious attention of the might be enabled to meet its obligations to board; and, under the ordinance of the city, the state of Maryland; and that, while this approved April 19, 1845, they have had surveys of all the practicable routes, made du the unjust effect of abstracting trade from the ring the past summer, and have a full report city of Baltimore, to which the state was Intereston the Elk Ridge lanupon them from the engineer department, looking, in a very great degree, for the means, which they have now under consideration.

attention of the board was called, by numer-nal. If the rate charged by the canal were Office and incidental expenous petitions from persons engaged in the an adequate one, and had been made with a flour trade, to the fact that, in consequence of view to its obligations to the state, the city of the low rates of toll charged by the Chesa- Baltimore would have less right to complain, Real estate and construction peake and Ohio canal, that article was being whatever might be the injury she suffered in rapidly diverted from this market to the Dis-other respects; but when she was heavily Deduct trict of Columbia; and, praying that the taxed for the construction of a work which, board would reduce the rate upon the rail- at the same time, deprived her of the means road, to such a point as would prevent that of paying that tax, the evil was one which Office of the Baltimore and Ohio railroad diversion.

this market.

city, contributed essentially to its rapid in regatories will be appended to this report. The heavy engines, of 22 tons weight, crease in commerce, wealth and population;

It is believed that this measure has had port, in annually increasing quantities, to the mills will be enabled to grind, the quantity The amount received for the transportaextent of 52,500 tons of coal, which togeth- of flour which will be brought to this mar-

by taxation, of paying the interest upon the Subsequent to the last annual report, the debt contracted for the construction of the cait was supposed would readily call for the The flour trade has always been considenterference of the state, the only authority

bridges, the entire reconstruction of which, ered of great importance to the prosperity of which could exercise a sufficient control over between the two companies, upon all the ar-This circumstance, as is well known to ticles which might be offered for transportagether with the cars, engines, and other ma-those familiar with the early history of this tion. A copy of the answer to these inter-From the answer to the second interrogato-

No action of the legislature grew out of mains in its original state.

SECOND .- Of the Washington road .- The affairs of the Washington road are shown

Dr. The Washington branch road. Cost of road, real estate, engines and 88,308 45

\$1,738,431 02 25,000 00 6.041 18 57,389 84

Office of the Baltimore and Ohio railroad company, October 1st, 1845.

J. I. Atkinson, Sccretary. E.

Statement of the revenue and expenses of the Washington branch of the Baltimore and Ohio railroad, for the year ending the 30th of September, 1845.

tion of passengers and merchandize for the year ending the 30th of Sep-.\$208,813 62

have been as follows, viz:

Expense of transportation, including fuel, salaries of the superintendent, agents, conductors, etc. .. \$27,786 78

bridges 1,432 19 ding annuity Bonus to the state, one-fifth of the receipts from passes, including salaries, house rent, etc..........5,421 53 Burden cars.... 3,414 26

of depots......\$624 00 373 22 113,718 97

\$95,094 65 ompany, October 1st, 1845. J. I. ATKINSON, Secretary (Continued at page 692)

	ERICA				D CAN							
STATE WORKS.	Length in mile	Cost.	Income.	343. Expend	. Income.	44. Expen	The	State Co	anals are	e all 4 fee	et deep, and feet in len	the locks
Y. 1 Black river canal		1,524,967					T	e six ir	illions	naid to	the canal	fund fro
2 Cayuga and Seneca	. 21	237,000		7 10,953	24,618	14,443	lancti	on and	salt di	nties ar	re not incl	uded in
3 Champlain canal		1,251,604		8	110,733		estin	ate of	cost.	The Go	enesee vall	er and
4 4 One mung	. 23	684,600		0 14,486	14,500	1 12,740	Blac	river o	canals	require	large sm	ns for th
Jonenango		2,420,000		5 15,967	22,173	15,900	comr	eletion, t	the inte	rest of	which add	itimal s
UCTOOKCU TAKE	. 8	156,777	46	1 3,674	1.436	3.951	is mi	ich orres	ater tha	n the ev	timated on	mee inaa
7 Erie—enlargement of		12,618,852	1,580,310	0			of th	ese can	als wh	en finis	shed Th	e sume
9 52 iniles opened, cost \$1,500,000	1-	3,739,000		19.010	10.04		quire	d.to cor	uplete i	these tw	vo canals a	re \$2,00
10 Oneida lake		70,000		2 13,819	13.041	10,007	JUUU a	nd \$60	0.000, 1	making	their tota	cost w
11 Oswego		50,000			621	1,000	hnish	ed \$5,5	53,000 a	and \$2,	409,000;	in expen
1. 12 Beaver division canal	. 25	565,437	29,14	22,742		28,599	ture i	incurred	i on est	imated	incomes (admitted
13 Delaware canal	60				7,381	22,870	be lit	eral,) o	1 \$39,0	00 and	\$14,000 re	espective
14 French creek					105,210	22,010		e total	receipts	from t	he works	of Penns
15 Seneca river towing path					391		vania	a for 18	43 wer	re \$1.0	19.401 : for	1844 \$
16 Columbia railroad		4,204,969				205.067	164,3	26, and	the cos	t about	30 million	18.
17 Eastern division	. 36	1,002,000			179 781	138,915	Th	e receif	pts for l	1844 we	ere as follo	
18 Juniata canal					200,101	,,,,,,,	Cana	I tolls,		•	•	578,
19 Portage railroad	. 361	1,828,461			351,102	248 943	Kailr	oad toll	ls,	-	-	252,8
20 Western division canal	105	1,020,201			001,102	~10,010	Moti	re powe	er, -	-	-	319,5
Lating and house the Comment of the state of	1 -0 6	1					1 ruc	KS,	-	-		13,4
22 West " " "	72				101,949	57,633	of wh	ich \$58	5,922 i	sfrom	118 miles	of railro
22 West " " " 23 Hocking canal	56	975,130	4.757		5,286	4.139	and \$	3 18,404	i from	oot mil	les of cana	I
24 Miami canal	. 85	1,660,742		38,826	77,844	00 941	The	e canal	s of Ol	nio are	spannorted	hr a n
25 Miami extension	. 105	2,856,636		00,020	12,723		perty	tax of	5½ mill	s on th	e dollar.	There
26 Miami northern division.	.1 35	322,000			unfin'd		1853 n	ntles of	canal 1	n the S	tate, which	vielded
27 Muskingum	91	1,627,318			00 90%	15.027	1843	\$471,69	23, and	in 184	14 \$515,39	3, the c
28 Ohio	334	4,600,000	322.754	123,398	949 711	112 010	ISL Ja	in. 43 f	eing \$	15.577	233. The	increase
29 Wabash	91	3,028,340	35,922		49,589	10 017	444 01	er 43 1	is only	\$43.770), though 1	he year
30 Walhonding	25	607,269	838		1,977	1 090	has e	xhibiled	la grea	aler inc	rrease thro	ughout
31 Western road	1 31	255,015	7,254		8,747	2,929	count	ry than	ever b	efore k	nown.	
· 32 Sundry works		11,000,000									indry work	s yield
331Maume canal							nicon	ne what	tever.			
· 34 Sundry works	1	10,000,000									lds above	
135(Central railroad	1110	1,842,308			211,170	89,420	and i	s the or	ily Stat	e work	the Eric	canal
36 Southern railroad	.] 68	936,295	24,064	7,907	60,341	70,000	repte	d-whi	ch is at	ble to st	and alone.	
	Length	1	1843.	Dr	- 1	344.	Dim	Value				
						7220			1		1754 4 19 17 12	
CANALS.	miles.	Cost.	Incom Gross.	e. pe	r Inc	ome. Nett.	per cent.	C°		R	EMARKS.	
	miles.	Cost.	Gross.	e. pe Nett. cer	r Inc. Gross.	Nett.	per cent.	C°		R	EMARKS.	
Blackstone.	miles.		Gross.	e. pe Nett. cer	or Inc	Nett.	per cent.	stock.		R	emarks.	
BlackstoneBald Eagle Navigation	miles.	400,000	Gross.	e. pe Nett. cer	or Inc. Gross.	Nett.	per cent.	stock.	We			some fut
Blackstone. Bald Eagle Navigation Beaver and Sandy, (part).	miles.	400,000	Incom Gross.	e. pe Nett. cer	r Inc Gross.	Nett.	per cent.	stock.	We time be	may, p	erhaps, at	some fut
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.).	miles.	400,000 1,000,000	Incom Gross.	e. pe Nett. cer	r Inc Gross.	Nett.	per cent.	stock.	time be	may, p	erhaps, at	some fut the parti
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio.	25	400,000 1,000,000 12,370,470	Incom Gross. 47,637	e. pe Nett. cer	r Inc	Nett.	per cent.	stock.	time be	may, p e enable	erhaps, at sed to give se canals.	the parti
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.).	25 	400,000 1,000,000 12,370,470 300,000	Incom Gross. 47,637	e. pe Nett. cer	r Inc	ome. Nett.	per cent.	stock.	time be lars of The	may, pe enable all the Chesap	erhaps, at	the parti Ohio ca
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill.	184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000	Incom Gross. 47,637	e. pe Nett. cer	Inc. Gross.	ome. Nett.	per cent.	26 31	lars of The is not mines,	may, pe enable all the Chesar yet co	erhaps, at sed to give se canals. peake and impleted to tits trifling	the parti Ohio car the c income.
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington.	25 	400,000 1,000,000 12,370,470 300,000 3,500,000	Incom Gross. 47,637	e. pe Nett. cer	Inc Gross.	ome. Nett.	per cent.	26 31	lars of The is not mines, The	may, pe enable all the Chesap yet co hence i	erhaps, at sed to give se canals. Deake and impleted to its trifling tement of the second sec	Ohio can o the coincome. he Schu
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa.	25 	400,000 1,000,000 12,370,470 300,000 3,500,000	Incom Gross. 47,637	e. pe Nett. cer	Inc. Gross.	ome. Nett.	per cent.	26 31	time be lars of The is not mines, The kill car	may, pe enable all the Chesap yet co hence i enlarge	erhaps, at seed to give see canals. See canals. See and impleted the triffing ement of the been communication of the seen	Ohio can o the coincome. he Schumenced.
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex.	184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000	Incom Gross. 47,637	e. pe Nett. cer	Ine Gross.	ome. Nett.	per cent.	26 31	time be lars of The is not mines, The kill car	may, pe enable all the Chesap yet co hence i enlarge nal has Morris	erhaps, at: ed to give se canals. eake and impleted t its trifling ement of ti been com canal was	Ohio car o the coincome. he Schumenced.
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit.	184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000 200,000	Incom Gross. 47,637	e. pe Nett. cer	Inc. Gross.	Nett.	per cent.	26 31	time be lars of The is not mines, The kill car The for one	may, pe enable all the Chesap yet co hence ienlarge all has Morris million	erhaps, at seed to give see canals. See canals. See and impleted the triffing ement of the been communication of the seen	Ohio car o the coincome. he Schumenced.
Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan	184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000	Incom Gross. 47,637 . 279,795 10	e. pe Nett. cer	Ine Gross. 190,693	ome. Nett. 120,624	per cent.	26 31	time be lars of The is not mines, The kill car The for one	may, pe enable all the Chesap yet co hence ienlarge all has Morris million	erhaps, at: ed to give se canals. eake and impleted t its trifling ement of ti been com canal was	Ohio car o the coincome. he Schumenced.
Blackstone. Bald Eagle Navigation Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark.	184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000	Incom Gross. 47,637 . 279,795 10 99,623 5	e. pe Nett. cer	Inc. Gross. 190,693	Nett	per cent.	26 31	time be lars of The is not mines, The kill car The for one	may, pe enable all the Chesap yet co hence ienlarge all has Morris million	erhaps, at: ed to give se canals. eake and impleted t its trifling ement of ti been com canal was	Ohio car o the coincome. he Schumenced.
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Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	184 12 13 108 	200,000 2,900,000 2,900,000 2,900,000 2,900,000 2,900,000 2,900,000	Incom Gross. 47,637 279,795 10	e. pe cer	190,693	Nett	per cent.	26 31	time be lars of The is not mines, The kill car The for one	may, pe enable all the Chesap yet co hence ienlarge all has Morris million	erhaps, at: ed to give se canals. eake and impleted t its trifling ement of ti been com canal was	Ohio ca o the coincome. he Schumenced. s lately s
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Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota, Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	184 12 13 108 	200,000 2,900,000 2,900,000 2,900,000 2,900,000 2,900,000 2,900,000	Incom Gross. 47,637 279,795 10	e. pe cer	190,693	Nett	per cent.	26 31	time be lars of The is not mines, The kill car The for one	may, pe enable all the Chesap yet co hence ienlarge all has Morris million	erhaps, at: ed to give se canals. eake and impleted t its trifling ement of ti been com canal was	Ohio ca o the coincome. he Schumenced. s lately s
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		Le	ength	AMI	ERICAN Loans	Numbe			843.	Div.	. 1	844.	Div.	Previ	SAI Week	
	RAILROADS.		in	Cost.	and	of	on	Inc	come.	per	In	come.	per	ous	Rej	pt 15 t Sa
3.6	tiD alord Sees and Bestemouth		niles.	1 200 00	debts.	shares		e Gross. 89,99		cent		-	cen	-	- 1	
Me. I. H.	1 Portland, Saco and Portsmouth 2 Concord			1,200,00	0			. 69,99	7 47,166	7	131,40	4 62,17	2 6			
fass.	3 Boston and Maine				1			178 74	68,499	6	233 10	1 86,40				
11	4 Boston and Maine extension		7 1-4		3 unfin.			.,,,,,,	00,100	1	300,10	1,00,10	1	*		
66	5 Boston and Lowell	2			6			277.31	5 144,000	8	316.90	9 147,61	5 8	118		. 11
66	6 Boston and Providence	4		1.886.13	5 none.	18.60	0 100	233,38	8 110,823	6		1 156,10				
16	7 Boston and Worcester	4	4	2,914,07	8			. 40,14	1 162,000	6		7 195,16		1161		. 11
61	8 Berkshire	2	1	250,00	0 not state	d[. 17,500	7	17,73					
66	9 Charlestown branch				0					13	34,65	4 13,97		§ 80		
66	10 Eastern	5	4	2,388,63	1			. 279,563	3 140,595	6		8 227,92		1074		- 10
"	11 Fitchburg	5		1,150,00	0 justopn'	d					42,75			. 119		
	12 Nashua and Lowell		4 1-2		0					8	94,58					
1	13 New Bedford and Taunton	2			2			. 50,67.	1 24,000	6	64,99	8 24,00	0 6	102	}	
1	14 Northampton and Springfield 15 Norwich and Worcester	1.0		172,88	unfin.			100 00	04.000		200 00	1 00 40	1			
"	16 Old Colony	6		2,290,00	900,00	0 16,53	5 100	102,33	6 24,871		230,67		4 3	105		-
66	17 Stoughton branch		4	63,07	uniin.									. 103		
66	18 Taunton branch	1		950,00	0				20,000	0	06.60	7 20,00	0 8	120		
	19 Vermont and Massachusetts			200,000					20,000	1	30,00	20,00				
	20 West Stockbridge		3	41,510	6 20	0	100						4			
	Western, (117 miles in Mass.,)	150	6	7.686.20	24,686,20	2 30.00	0	573.889	284.432		753,75	3 439.67	9 3	981		. 9
14	22 Worcester branch to Milbury			8,43	500	6										
16	23 Housatonic, (10 months,)	7	4	1,244,123	3						150,000	0		. 26		. 3
on !	24 Hartford and New Haven	3		1,100,000		0 10,00		1			1		6	93		
	25 Hartford and Springfield	2		600,000		2,00	0 100						1			
"	26 Stonington, (year ending 1st Sept.,)			2,600,000		0 13,000	00100	113,889)		154,72	1 79,84	5	. 29		
	Attica and Buffalo	3		336,211				45,896	7,522 3 112,000		73,248	3 48,03	3 0			
**	28 Auburn and Rochester	78		1,796,342		14,000	100	189,693	3 112,000		237,66	7 152,00	7 6			
	29 Auburn and Syracuse	26		766,65			133	86,291	1 27,334		96,738	3 52,54	4 6	116		
14.	30 Buffalo and Niagara			200,000	0	. 1,500	0							. 100		
66 .	32 Erie, opened	53		5,000,000	0		• • • • •							. 271		. 3
66	Barlem	26		2,250,000	750 000	20.000			48,000			59,07		61		
66	34 Hudson and Berkshire		1	575,613	130,000	30,000	50				35,029			117		
	5 Long Island			1,610,221	300 340	29,846	30				153,45			614		
6	66 Mohawk and Hudson	17		1,317,893	400,000	10,000	100	69 948	58,780			45,76		561		
6 3	Saratoga and Schenectady	29		303 658	200,000	10,000	100	42 949	3,000	1	34,666			301	1	- 1
3	Schenectady and Troy	20	0 1-2	640,800			1	28 043	3		32,646					
3	9 Syracuse and Utica	53		1.115.897	none.	16.000	621	163.701	72,000					117		
4	O Tonnawanda	43	3	727,332				76,227			114,177		5			
	Troy and Greenbush	6		180,000	X									90	1	
16 4	2 Troy and Saratoga	25		475,801				44,325	21,000		38.502	9,971	2			
4	3 Utica and Schenectady	78	3	2,168,165	none.	20,000	100	277,164	180,000	9	331,939	2 199'094	8	132		
. J. 1	4 Camden and Amboy	61		3,200,000				682,832	383,880		784,191	404,956		112		
	5 Elizabethtown and Somerville	26		500,000						• • • •	ļ		1			
12	6 New Jersey	34		2,000,000						• • • •			1	95‡		
	8 Beaver Meadow	16 26		1 000,000						• • • •			6	881		
4	9 Cumberland Valley	46		1,000,000		• • • • • • • • • • • • • • • • • • • •		******		• • • •	• • • • • • •					
	OHarrisburg and Lancaster	36		960,000						• • • •						
6 5	1 Hazleton branch	10		190,000						• • • •	• • • • • • •					
5	2 Little Schuylkill	29		900,000						• • • • •						
5	3 Blossburg and Corning	40		600,000												
5	Mauch Chunk	9		100,000												
5	Minehill and Schuylkill Haven		1-2	396.117	25,000	7.019	50			12			12	80	1	1.
5	6 Norristown	20		800.000										61		1
5	7 Philadelphia and Trenton. *	30		400 000									97	104		
5	SPottsville and Danville	29	1-2	1,500,000												
5	9 Reading	94	- !	9,457,570	7,447,570	40,200	50				597,613	343,511		25		
6	Schuylki'l valley	10		1,000,000												
6	Williamsport and Elmira	25	- 1	400,000				=20,000								
1 6	Philadelphia and Baltimore	93		600,000		• • • • • • •		43,043	200,000	• • • •		210,000		15‡		
d. 6		16		7 693 600				505 OOF	070 400	••••	0E0 000	240 040		40.		
6	Baltimore and Susquehanna.	58		3 000 000	• • • • • • • • • • • • • • • • • • • •		• • • •		279,402							
6	Baltimore and Washington	38	1	1,800,000				177 000	71 601	•••••	210 120	104 500		2 1 84	• • • • • • • • • • • • • • • • • • • •	
. 6	Greensville and Roanoke	18		284.433	37,544	2,000	100	1 1 1,421	71,691		95 900	6.074		28	• • • • • •	
68	Petersburg	63		969,880	63.000	7.690	100				122 871	72,809	''3	77		
69	Portsmouth and Roanoke			1,454,171												
170	Richmond Fredericksh's and Potomac*	76		800,000						1	185 243	85 688	6			
17	Richmond and Petershurg *		1-2	700,000						1	1					
172	Winchester and Potomac *	32		500,000						!						
C. 73	Raleigh and Gaston *	84	1-2	,360,000												
0 4	Wilmington and Raleigh	161		,800,000												
U. 75	South Carolina.	136	F	,671,452		34,410	me !				532.871	140,196	5			J
16	Columbia	66		1				201.464	77.456		328 425	180.704				
. 7		190	3	,000,000	500,000	22,500	100 1	227.5321	93.190	!	248 096I	147 593				
70	Georgia	147	1-22	,650,000				248.0261	158.207							
. 8	Lexington and Ohio	03		יייטט,טטפ	170,000		100				35.0001	15.000				
io 8	Little Miami.	40		450,000						1						
100	Mad river	40		400.000						-						
1. 8.	Madison and Indianapolis	56		212,000			• • • •		••••••					• • • • • • •	• • • • • •	
10	Champlain and St. Lawrence	15		212,000		• • • • • • •	• • • •		10.000		50.000	01.000		110	• • • • • • •	
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communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED	BY	D.	K.	MINOR	, 23	Chambers	street,	N.Y

Thursday, October 30, 1845.

THE GOAL TRADE—SCHUYLKILL VALLEY.
The shipments by railroad are 19,684 06 tons, and by canal 9,926 18, making 29,609 04 tons for the

week.	
BY RAILROAD.	247 473
From Pottsville and Port Carbon-total	.323,003
From Schuylkill Haven-total	.327,970
From Port Clinton—total	. 17,089
Total by railroad	. 668,663
From Pottsville and Port Carbon—total	132,936
From Schuvlkill Haven-total tons	37,250
From Schuylkill Haven—total tons From Port Clinton	. 42,553
Total by canal	.212,740
Total by railroad and canal	.880,804
LEHIGH COAL TRADE.	
Total shipments from Mauch Chunk.	Lehigh
coal and navigation co.	
Summit mines, 163,427	
Summit mines, 163,427 Room run do., 72,511-	-225,938
Beaver Meadow railroad and coal co.,	68,549
From Penn Haven—Hazleton coal co.,	60,537
From Dools Port Puels Mountain coal co	10 020

From Fenn Haven—Hazieun coai co.,	00,007
From Rock Port-Buck Mountain coal co.,	19,972
	374,996
WYOMING COAL TRADE—total	146,745
PINE GROVE COAL TRADE.—total	.38,869
MINEHILL AND SCHUYLKILL HAVEN RAIL	ROAD-
total tons	364,878
MOUNT CARBON RAILROAD—total tons	216,148
MILL CREEK RAILROAD—total	.70,038
SCHUYLKILL VALLEY RAILBOAD-total	.93,853
[Miners' Jou	ırnal.

WESTERN	RAILROAD.—Receipts	for	week	ending
Oct. 19th.				
	1845		184	4.

Passengers	\$6.825	\$7,338
Freight, etc		9,564
Total Net gain this week		\$16,902
Net gain previously since	Jan. '45	38,671
		00.744

Total	gain	• • •	• • • •	. 39,344	ł
Western	Railroad.—Receipts	for	five	weeks	past,

three years:		
1843.	1844.	1845.
\$13.951	\$18,222	\$20,486
14.837	17,544	19,426
14.754	17,034	19,500
	16,837	
15,544	16,902	17,875
73,769	86,539	95,205

We have not a doubt but that with reduced fares the increase in 1845 over the previous year would have been as much greater than the increase of 1844 over 1843, as it is now smaller. That is, if the fares had been reduced the increase of 1845 would have been at least \$16,539 instead of 8,539. It is im-

Correspondents will oblige us by sending in their portant to insure an increase of the increase, instead likely to follow reduced, than increased, fares. Such has been the case in England and so it will be in of last year this country.

Norwich and Worcester Railroad .- The earnings

of two months na	c been as lone	, H D .
	1844.	1845.
August	\$24.856 00	\$22,829 30
September	23,475 21	23,201 11
Total	48,331 21	46,030 41

The following statement of the business on the Housatonic railroad is from the Bridgeport Standard of 7th inst. We are gratified to know that the track will so soon be relaid with heavy iron; and we hope that the anticipations of the editor may be fully realized, as the people of Bridgeport deserve success for their enterprize in opening a communication so far interior. It has been their misfortune, not their fault, that their road has not been in better repute and more productive.

Receipts of the Housatonic	Railroad	or Septe	mber.
Freight			
Passage and mail		4,571	89
		\$13,362	73
September, 1844		11,605	09

Increase. The rapid increase of business on this road, not-The rapid increase of business on this road, not-withstanding the strong prejudice in the public mind against the plate rail, inclines us to the opinion that the road may ultimately prove profitable to all the stockholders, both old and new—and we recommend to those who hold the old stock, not to be in haste to sell at the present rates. The company will com-mence laying the H rail in a few days, and will complete it through the whole line early next spring; and if the experience of other roads, where the rail has been changed from plate to H, is any criterion by which to estimate the productiveness of this, the

of the Housatonic, the resources of which when developed will be found abundantly sufficient to pay large dividends to the stockholders from the local

Mohawk Railroad .- The receipts for the week ending 30th September, are as follows: 1844.....\$2,360 19

1845		3,198 90
Increase		838 71
Bnffalo and Niago		
August	1844.	1845.
August	\$3,683 00	\$4,949 38

Total......6,640 09.....8,958 60

READING RAILROAD .- A comparative statement of the business of the Philadelphia and Reading railroad, for the second week in Oct., in years 1843, 1844 and 1845:

Week ending Oct. 14, 1843...\$13,233 06...8,710 00
" " 12, 1844... 15,559 14.11,532 00
" " 11, 1845... 28,931 73.20,519 00 For the Third Week.

Week ending Oct. 21, 1843...\$14,079 23...9,244 00 " " 19, 1844... 15,528 93.11,209 00 " " 18, 1845... 27,539 68.19,584 00

South Carolina Railroad,-The Charleston Cou-

.. for three months....1845 357,684

Add three months to come, suppo-

portant to insure an increase of the increase, instead of a decrease of the increase; and this will be more likely to follow reduced than increased fares. Such over 1844 of \$56,910—and this presuming that the three best months in the year are not to exceed those

Railroad Companies.

We recently addressed a circular to the different railroad companies in the United States, in which we offered to insert their standing advertisements, to occupy one-fourth of a column, and to send them two copies of the Journal, one by mail as published, and the other half bound at the close of the year, for twenty dollars. We have long felt the want of some publication, either receitly or monthly, in which may be found the advertisements of all the railroads and steamboats on the principal routes in the countrysteamboats on the principal routes in the country—where a traveller in New York may ascertain at what time he can arrive at, and depart from, Boston, Portland, Montreal, Buffalo, Detroit, Cincinnati, Philadelphia, Baltimore, Washington, Richmond, Charleston, Savannah and other important points, in one paper and in convenient form. Such a publication we have thought would be exceeding convenient to the multitude of travellers in these days; and with the view of furnishing such a publication and, with the view of furnishing such a publication, at an early day, either in, or in connection with, the Railroad Journal; we made this proposition to the railroad companies first, in the belief that they would cheerfully respond to it, as by doing so, they will contribute materially to the future prosperity of the Journal, and at the same time, it is believed, to their own interest, and to the convenience of many travellers.

We have already received authority from the following named companies, to insert their advertisements on the terms proposed, and we confidently an-ticipate similar orders from most, if not all of the other companies; as we have not yet had a single unfavorable reply. We therefore feel assured that where they can, at so little cost, promote their own interest, and render an important service to their passengers, and at the same time so materially con-tribute to the permanence and future prosperity of this Journal, they will generally, and we hope uni-tersally send in their advertisements, and also the

by which to estimate the productiveness of this, the receipts of the Houstonic railroad will, ere long, be sufficient to pay a dividend on the old stock, after paying expenses and 8 per cent. on the new.

The Journal belongs to the cause—not to any interest of the Houstonic railroad will, ere long, be sufficient to pay a dividend on the old stock, after dividual or company—therefore we feel that we have a just claim after devoting to it so much time and effort, with so little return or benefit, during the longs to the cause—not to any interest of the caus past fourteen years—upon every railroad company, engineer and railroad shareholder in the country, for their best efforts to extend its circulation, as it is the only one of the kind in the Union, and was the first established any where, though there are now eight or ten in London, all liberally supported by ADVERTISING.

We desire to return our cordial thanks to the following companies for their prompt and favorable reply; and as cordially desire an opportunity to return thanks to every other company in the country for a similar layor.

Boston and Providence; Boston and Maine; Norwich and Worcester; New York and Erie; Baltimore and Ohio; Baltimore and Susquehannah; Richmond, Fredericksburg and Potomac; Central, Georgia and Lexington and Ohio.

We have the pleasure to add the two following named companies, to the list of yearly subscribers at twenty dollars a year, viz. the READING and the Georgia railroads.

Locomotion .- " It appears from the Boston papers, that the number of passengers between Boston and New York, by the different routes, for the month of September last, was 19,314, or at the rate of 231,000 per year."

We find the above in the Journal of Commerce, rier says: A correspondent furnishes the following statement of the receipts of the railroad since 1842: would require 82 post coaches per day carrying 9 Receipts for the entire year of 1842.....\$381,294 passengers each—for every week day in the year, to

passengers on the Troy and Greenbush railroad, for the projected line." 6 weeks ending 5th of August, was 19,334, -cqual It appears to us that every intelligent man in the to 12,890 per month, or 154,000 per year. The num-country would arrive at the conclusion "that oppober of passengers carried on the Hudson river is site Detroit must be the western termination" of the the south side of lake Erie, if they desire to retain about 3000 a day for 8 months, or 720,000 a year." main line whatever other termination its branches may

all thrown into the shade by the travel on the English most direct lines are the lines for travellers and busiroads, viz:-Number of passengers on the Great ness, by which railroads are sustained, whatever may Western road from London to Bristol, 1844, 1,998,- be the wishes and interests of individuals, compa-000; -- on the London and Birmingham road, for nies, or towns. 1844, 1,096,000."

It would require seven hundred and nine post coaches daily, each carrying nine passengers between London and Bristol.

Western and Atlantic (Ga.) Railroad .- It will be seen by the advertisement in another page that this road is now open to Cartersville in Cass county, and that it is to be opened still further to Coosa depot on yesterday, contains the following: 20th November. We do not find this place on the latest maps and will thank the engineer, Mr. Garnett, to give us its location; and at the same time inform us of the progress he is making towards the Tennessee river; that we may know how soon we can reach Nashville by railroad in that direction.

Magnetic Telegraph .- The Journal of Commerce says that "a continuous line of heavy leaden pipe was yesterday laid down across the East river, for the purpose of conveying the electro-magnetic fluid upon the New York and Offing line of Telegraph."

There is a possibility we should think that this leaden pipe will get "hooked" by some of the an-indication in Philadelphia, of a spirit of c-oopera- of the Niagara and Detroit rivers railroad company. chors which plough that ground.

American Railroad Speed .- We have been informed that the Express train with the English mails and passengers by the Hibernia came from Boston over the Long Island railroad in 2 hours and 20 minutes running time-a rate of 40 miles per hour. The night being clear, and signal lights being prepared in expectation of the express, the train had a clear track and there was neither accident, obstruction nor danger. The engine was the "Brooks," manufactured by Rogers, Ketchum and Grosvenor, of Paterson, N. J. The managers of the Long Island railroad have predicted from the first that they would attain the speed of 40 miles per hour—and they have ourselves-nor-let-others-do-anything-policy is neidone it.

There is no road probably in the country where high speed may be attained with more safety than on the Long Island. They will yet perform it in lowing spirited resolutions:—

1st. That it is the determination of this meeting lower from Middletown to the Harry

The Cleveland, Columbus and Cincinnati railroad company has been organized, by the election of a president, secretary, and board of directors. Cleveland Herald expresses great confidence that the work will be pushed on to completion.

We take the preceding statement from an exchange paper, not receiving the Cleveland Herald, we are of course unable to have early intelligence of the movements at that important point, will the editor please remove this inconvenience, as we desire to be early apprised of the movements along this impor-

The stockholders of the Boston, Concord and Montreal railroad, will meet in this town, says the Concord N. H. Patriot of October 16th, on Wednesday exceed, that of the main lines. next, to choose directors, etc.

The Toronto Patriot, we understand-we do not receive it—says that "The more we see on the sub-

The same paragraph states that "the number of site Detroit must be one of the western termini of Erie road is finished, the chain will be complete to

The same writer well remarks that the above "is have, unless he looked through Toronto glasses.

A convention for the purpose of considering the expediency of reviving the project for constructing a railroad from Sunbury, on the Susquehanna, to Erie, was to be held at Ridgeway, Elk county, on the 21st inst. There is a convention called in Danville for the 29th inst. relative to the proposed construction of a railroad from that place or its vicinity to some point on the Reading railroad, and the Williamsport (Lycoming co.) Gazette, received

A railroad convention will be held at this place on Friday the 31st instant, for the purpose of devising ways and means for the construction of a continuous railroad from Philadelphia, by way of the West Branch, to some suitable termination connecting with the public works of New York. It is ex-pected that delegates will be here from Philadelphia and several of the eastern counties, and from the southwestern counties of New York. The citizens of the counties contiguous to the proposed route, who feel an interest in the project, are invited to send delegates to this convention.

We find the preceding in the United States Gazette. It shows that the people of interior Pennsylvania are moving-though we have not seen much

It appears to us that the people of Philadelphia are more disposed to prevent their neighbors from accomplishing important enterprizes, even if their own interest would be promoted thereby, than to undertake such as are sure to advance their own immediate as well as prospective interest. The capitalists and business men of Philadelphia ought now to move en mass in favor of a continuous railroad to Pittsburg-and also to connect with the New York and Erie railroad, at Elmira, or Corning, or other suitable point; and the more points of connection through the coal region the better. This do-nothingther generous nor just; and we hope that more liberal views, and acts will be adopted.

Railway Meeting .- The citizens of Middletown,

hat a road be built from Middletown to the Hart-

ford and New Haven road.
2nd. That a committee be appointed to procure subscriptions to defray the expenses of surveys.

That a committee be appointed to procure statistics and direct surveys; with power to appoint a treasurer, draw funds, and to call another meeting.

As a matter of course in due time, similar meetings will be held in every village, in the vicinity of main lines of railroad, where there are facilities for manufacturing purposes, or desirable locations for genteel retired residences. When the principal main lines shall have been constructed, and even before, in many places, the branches, or laterals will be commenced, and, within fifteen years their length or number of miles, will equal, if it does not

Erie Railroad Extension and Receipts .- The people of Erie, Pa., are about to concentrate their efforts for the construction of a railroad along the ject in the various journals that fall under our eye, Erie railroad terminates. From Erie to Cleveland, suggestion. Believing, as all must, that the Amerthe more inclined do we feel to the belief that oppo-Ohio, a route has been selected, and by the time our lican travel is the great object, it by no means fol-

Cincinnati.

Of course the period has arrived for the movement of the people in every town and village along any portion of the travel between the east and west The th ey must have a road completed from Dunkirk to Cleveland, and thence to Cincinnati and to the Michigan roads, by the time the New York and Erie road is ready for use, or travel between Cincinnati and Chicago, and the Hudson river will nearly all of it pass through Canada, as they are sure to have a railroad at an earlier day.

Rival Lines in Canada West.

In a late number we gave it as our opinion that the two lines across Canada to Detroit had agreed upon a common route, and we supposed our authority to be pretty safe. It is with regret we perceive that, at a meeting in Windsor, opposite Detroit, the "Niagara and Detroit rivers railroad company" have determined to bring forward their line in opposition to the "Great Western railroad company." As formerly observed both roads have the same termini, but the latter is to go via Hamilton at the western extremity of lake Ontario. It is not for us to decide on the relative merits of the two lines, but it is for us to say that both parties are bound by every consideration to prevent two lines being built where only one can be supported, or, what would be equally unfortunate, to see the entire project abandoned. The following extract from the prospectus as published in the St. Catharine's Journal, gives the views

"The Niagara and Detroi time and saves an expense to "This board would not had of the Western Central rails ged in the most direct line to whom the management of it Great oronto and iagara and Western railroad Detroit rivers no objection railroad pense to each passenger of from 2 35 to \$4 3 d not have objected to unite in one common ral railway at Detroit, thence in an eastward t line to connect Toronto, Hamilton and Fent of these lines was entrusted deem it adviouscettion is urged to their decision." Detroit t rivers 215 222 158 No estimate No estimate £1,500,000 £750,000 £1,059,022 \$4,236,088 £625,000 2 35 distance, gains 35 to \$4 35. tward direction un and Bertie; but a t advisable to adh 12 £1 16 # 5 5 near one-half as there the 10 terminus
il it diverthose in
re to their

9

"The different table:— DIFFERENT merits of these respective routes will be statements presented by their reports From Buffalo to Det't which best understood are condensed Hours requir'd by a comparison of the 7 per cent investment per cent

Great Western company should be nearly twice those of the Niagara and Detroit rivers company which is 222 miles long. Again, the road from Rochester to Lockport will reduce this difference of 23 miles to an inconsiderable amount. But we shall confine ourselves to a single point in the way of

tance. This subject was pretty fully examined by made to send the produce of these mines to market. of the utmost importance that the line through Ca- pleted within a specified period. With these pledgand travel to which it can offer superior facilities; for-unlike the American and Canadian press, politicians and speculators-we have uniformly scouttrade" to or by any single communication between the Atlantic and the lakes. It is not in our power at present to pursue this topic; but it will unquestionably occupy much of our attention, if prominent men in the United States have taken a deep interest in the Niagara and Detroit rivers line, as apmany influential men in Boston, New York, Albany and Detroit, and if it be true as reported to us, that the Great Western railroad company have met with every encouragement in England and have actually enlisted the railway King himself.

Baltimore and Ohio Railroad.

We have been favored with a copy of the annual report of the directors of this company for the past year. It is full and explicit, showing the entire past year, and a tabular statement of the receipts ten years.

In former years when the Journal was published weekly and in its present form, we had ample space to give such reports entire, but for several years past, when the Journal was issued semi-monthly or monthly, and in octavo size, we could not conveniently give as many reports entire as we desired; but having again resumed the large size and frequent publication, we shall be able hereafter to lay before our readers such of the annual reports as are made by companies which give comparative statements of their business for several years past and others containing matters of interest to them.

We now give the nineteenth annual report of the pioncer American railroad company; and we ask for it an attentive perusal. This company have 221 miles of road including the Frederick branch in use, which with all its appendages for transacting a business that has produced a gross income of \$738,703 during the past year, has cost them \$9,423,-000. The account current shows a gross amount of ened rulers wield the government of those states receipts of \$12,143,065 84, it is true, but it will be seen that \$3,181,005 11 of state bonds are deposited with the Messrs. Barings of London, not sold, and there is also \$40,096 59 of Baltimore city stock "on hand," the balance is cash in hand.

Without the advantage of experience this work was commenced, the first stone laid on the 4th of July 1828, and with the above amount of capital-which would scarcely have paid the legal and parliamentary expenses and land damages, in England, for will interfere with the "James river and Kanawha" such a road-it has been put into successful opera-line of improvement from Richmond to the Ohio tion. It will be seen by comparing the receipts for river. And the objection of a part of Pennsylvain 1840, and to \$738,603, in 1845, or nearly doubled construction of a railroad direct from Harrisburg to Mr. Herron's letter of October 11th, in relation

notice; and if sufficient inducement can be held out that they have only now just begun to work to ad-just, yet we do not deem them either valid or just. to secure the former while accommodating the latter vantage; the coal region is just reached and the but entirely the reverse. Indeed we have not a we should not object to a trifling increase in dis- iron mines opened-a beginning and barely that-

roads on the southern shore of lake Erie, render it bute largely to its construction, if it should be comwith any rival for that portion of the western trade Maryland and still more gallant Baltimore, put forth time than it would be otherwise built. their energies and utmost efforts to accomplish what was then justly considered one of the greatest works of modern times; and under ordinary circumstaned the idea of diverting or securing "the western ces the work would have been before this time, completed to the Ohio; but the unexampled revulsion of 1837-8 and 9, compelled the company to suspend operations when they had completed but a little more than one half the distance, though we suppose that nearly or quite two-thirds of the expenditure necessary to carry the work through, has been made, pears to be the case from numerous letters from as extensive surveys and examinations of the country west of the present terminus have been made.

It may well be said of this company that they have contributed largely to the cause of railroads in and have paid dearly for the reputation of being storm in which so many foundered-sunk to risenot yet; and when after having refitted their ship, which had been thrown by a tornado upon an inhospitable coast, they ask to be permitted to re-commence their voyage for their port of original destination and for which they have the original papers, they are met, by those who formerly solicited them part of the expense, with the reply, no! you did not accomplish the voyage within the time specified, therefore we will neither pay what we agreed to nor though many of our own people desire and will be largely benefitted by it. Therefore they are com- the business between the east and the mighty west. pelled, for the present at least, to suspend their voyage and to make fast to a rock in the midst of the ocean-or rather a mountain in the forest-until more liberal views predominate and more enlightthrough whose teritory it is desirable to pass, and that time is not distant. The spirit of the age is onward. Railroads tend to enlarge and liberalize the views of mankind. It will be soon seen that the construction of one railroad leads surely to the construction of another, and that to another and so on.

The objection made by "old Virginia"-by this we mean the eastern part of the state-to the termination at Parkersburg, if we understand it, is that it the years 1835, 1840 and 1845, in which period they nia to its termination at Pittsburg is, that it will inhave increased from \$281,312 in 1835 to \$391,069 87 terfere with their state works, and also prevent the

lows that the business of the country is unworthy of in the last five years, and it may with truth be said Pittsburg. These objections may all be valid and doubt but that the early completion of the Baltimore and Ohio railroad through to Parkersburg or other Mr. Casey in a paper published in this Journal In the early history of this enterprize, as in all suitable point of termination on the Ohio, would insome years since, in which he advocates the route time since, Maryland, it is true, wielded the labor- sure the construction of the James river line of imthrough the heart of the country in preference to the ing oar, yet Virginia and Pennsylvania through provement, by a railroad, of course, over the mounline near the northern shore of lake Erie. On the whose territory, one or both, the road must pass, to tain, to the Ohio, at an earlier period than it will be other hand, the connection of this city with the reach the Ohio river, yielded a ready and cordial made it the Baltimore and Ohio railroad terminates west by the New York and Eric railroad and the assent; and not only so, but also agreed to contri- finally at the coal region; and so, on the other hand, if it were to be continued from Cumberland to Pittsburg, it would insure the construction of a continunada should be so constructed as to be able to cope es of public faith by two neighboring states, gallant our railroad from Pittsburg to Philadelphia in less

> People oftentimes do from example or necessity. what they might not do, even though their interest would be promoted by it, as matter of course or inclination. And it will be in a few years better understood by the mass and the selfish, that the true way to have improvements of this kind, is to encourage, not to resist those who are able and willing to construct them, simply because they will not pass their door. They will learn that one great work induces another, and another, thereby affording eventually the greatest possible accommodation to the greatest number, though every individual may not be equally benefitted.

It appears to us, if we may be allowed to express the United States. They have had great experience an opinion, that this company has a just claim upon Virginia for the right of way to the Ohio river; the pioneers in the introduction and establishment of a claim of the company, however, weighs as but a system which will revolutionize the habits of the feather in comparison with the right of the publicpeople and cause the earth to give forth its riches the millions who will pass over it, if properly built both of soil and minerals, with a far more liberal to the right point—and we do not he sitate to say that cost of the work, its receipts and expenses for the hand. We may safely say that they have paid the people of Virginia have too much regard for the millions for their experience; and in the advan-general interest and too much respect for individual for passengers and tonnage, during each of the past tages of that experience every railroad company in rights, to stand in the way of the early completion the country is now largely participating, and yet af- of this noble enterprize, especially when so many ter many years of great effort, having rode out the of her own citizens on its line will be so mush benefitted; and more especially as its construction will insure early and successful action on her own main line, from the mouth of the Kanawha to Richmond.

> The true policy is to build as many lines as possible between the Atlantic and Mississippi; the more avenues the more trade and travel, and at the lowest rates possible; whereas, with only one or two to make the voyage, and even agreed to defray a main lines over the mountains, high rates and poor accommodations are the sure result, as on some of our present Atlantic lines where there is no rivalry. There will be good business for all the lines which even allow you to enter our harbor! No, not even the people are willing to pay for; the only difficulty will be to build avenues enough to accommodate

> > We have by the Great Western our London and Mining Railway Journals to the 8th inst, but we find very little new or interesting. Indeed they are so filled with advertisements that there is no room for anything else. The Railway Times of 4th October has two supplements of 32 pages each, making 96 pages in all, or 2 of tables, 12 of reading and 82 of advertisements!

The prices of iron are much the same as reported by the Hibernia; it will however advance. The meeting of the Staffordshire iron masters was held at Dudley on 26th ult. preparatory to the quarlerly meetings, and though strictly private, yet it is known that there was a general feeling for another advance.

It is proposed to build a railway from London to Newcastle expressly for freight; coals to London and miscellaneous freights in return. It is estimated to cost £4,000,000, and to carry 3,000,000 tons of coal.

to the wear of railroad iron, the expense of keepcrowded out by the Baltimore and Ohio report- midst of it. which we desired to give entire-but have been obliged to omit the table, showing the business of ten years past, which we shall give next week.

For the American Railroad Journal.

I notice in your last paper, some doubts on the efficacy of Kyanizing, as a method of preserving holders is to be held, to organize, etc., on the timber—derived as you think, from notices in the 11th of October. "We do not know (says English papers. As one of your subscribers, I would be much obliged if you would look up and are of a speedy commencement and complepublish any facts or opinions on this subject, that tion of this work, but viewing it as we do, of has characterized them as in some degree may be within your reach. The evidence I have great importance to the intermediate country hazardous. Parliament has been asked to seen, has all been on the other side, and I would be and to the whole state, we earnestly hope it interpose its authority—coroners have annexglad to learn the truth of the matter.

Yours &c.

Besides the above, we are also questioned by Mr. Herron as to our authority for doubting the value of Kyanizing. Besides the discussion in the "Civil Engineer," to which we presume the latter gentleman refers, we distinctly remember to have seen a statement in some English journal-we are unable to say which-to the effect, that large quantities of timber prepared in this way, had rapidly decayed. In the mean time, any of our readers who may have seen the same statement or its contradiction, will, we hope, not hesitate to confirm our view, or, if we be in the wrong, to set us right. This is one of those very few cases in which a total defeat is preferable to victory. Some method of increasing the durability of timber, and if possible, its hardness, which should be simple, cheap and efficient, would be of inestimable value in this country, and the almost total neglect with which this subject has been regarded by the managers of our railroads, says as little for their knowledge of their own interests as for their skill and enterprize.

Columbus and Cincinnati Railroad.

The editor of the Cincinnati Daily-says that in a recent tour, he twice visited Columbus, the seat of government, where he found numerous evidences of increasing prosperity and rapid growth. After speaking of the numerous public institutions he says that Columbus is probably the best built town of its size in the Union, and that it has the "largest hotel in cubic fect in the United States." We should like to look at it, especially as he says also that its proprictor Mr. McNeil has taken great interest in the railroad from Columbus to Xenia; that :-

"Mr. Medberry, the engineer has just completed his second survey, and located the principal points. The distance is about fifty-two miles, and there are but four variations from a straight line. Between these points, the road and the ascent and descent so small, that it is not easy to conceive of less. The country through which it passes is one of unrivalled beauty and fertility. In many places it is a natural meadow, and there is very little there graze thousands of cattle and sheep .-The farmers are rich, and live, as the phraze is, "at home"-casting their eyes, like Abraham, over the broad acres where their cattle, sheep, horses and mules repose on the soft green of velvet meadows-growing fat, to be hereafter exchanged for 'the current money of the merchant.' It is pleasant to

ing his track in repair, etc., was duly received—and above all things—especially above the bricks, mortar, taken to extend the road from Cleveland to the New portions of it are in type, but with other articles, dust and filth of a large city-yet here we are in the York and Erie.

Columbus and Cleveland Railroad

The amount of stock required to organize the company to construct a railroad connecting the cities of Columbus and Cleveland, has been subscribed, and a meeting of the stockthe Ohio State Journal,) what the prospects prosecuted. That the extent of travelling and and earnest in denouncing and advising. transportation upon it would be very great But legislation has only clumsy expedients in there can be no doubt, and if judiciously located and substantially and at the same time enterprize; the inquest court wields an antiquaeconomically constructed, it seems to us it ted, absurd, and avenging instrument; and the must prove very profitable stock to the ownwould add many times its cost to the value of The public look to the growing lights of science property on its line, is a question about which there can be but one opinion. Every acre of perfecting of the railway wing. The atmoswheat through a strip of country 30 miles in pheric method of propulsion seems to possess width and more than 100 in length, would the merit of superior safety. The proof of be worth an additional dollar by the dimin. this should, we think, cause its immediate ished expense of transportation. The road adoption. The old lines may resist it as an hence to Cincinnati will be done within a year expensive innovation, but the promoters of or two. Extend it to Cleveland, and thereby the new ones will no doubt instruct thembring Columbus within eight and Cincinnati selves as to the advantages of the scheme. If within fourteen hours of Cleveland, and both greater safety on the transit and less expense within about two days and a half of New in the working be the results of their investipredict the extent of travelling upon it !of the road, it would go on increasing till the invention) has effected a great many improvewhole Mississippi valley shall be fully peo-pled and every rood of land in its wide lim-key line. The scheme adopted by Messrs. its sustains its man.

importance be made, and that they will be made we have strong confidence."

ter does not give the road as much credit as it would principally on the facts of leakage and expense be entitled to on account of the increased value of the land—a dollar an acre? yes much more than that average would be added to the value of every acre of land within 15 miles of it, and half a dollar to the next 15 miles on each side. Few people duly appreciate the value of railroads in this respect .will be straight. The country is a plain, but are always ready to serve you with despatch, and at comparatively cheap rates.

Lake Eric Railroad.

From Dunkirk to Cleveland, Sandusky and the West.—Having extended our journey from Cincinheavy timber. Most of it is fenced in, and nati to Columbus and Cleveland, we avail ourselves of the present opportunity to call upon our friends along the lake shore, and to give them an intimation that the Canadians are quite disposed to save them all further trouble in relation to a railroad along the south side of lake Erie, as it is their intention to have an excellent railroad at an early day between Buffalo and Detroit, and between Toronto avoided .- 2. A double line of railway requires and Port Sarnia, which will answer all their purposes; and perhaps they may allow the people of Ohio engines of 100 horse power, he requires only

We are fully of this opinion and should like it obliged to do in some instances, unless measures are

Atmospheric Railway -- Railway Accidents.

The following article, abridged by the editor of the London Mining Journal, from the Perth and Dundee Advertiser, contains matter of interest to the railway world. If Mr. Pinkus has succeeded in making the improvements therein specified, he is surely entitled to high commendation, and rich reward.

The number of accidents on our railways may be promptly commenced and vigorously ed heavy deodands-and the press is constant its power which may cripple and discourage "fourth estate" lengthens, or circumscribes, However this may be, that such a road its efforts as its pages can otherwise permit. -to the schemes of inventive genius, for the York and Boston, and who is bold enough to gations, their own interest, as well as that of the public, will insure its being preferred .-And whatever it might be on the completion Mr. Henry Pinkus (the first patentee of the Clegg and Samuda (the Croydon line) is con-"That this work can be executed we have structed on the same principle. Some emino doubt, if exertions commensurate with its nent engineers have strenuously opposed the atmospheric method of propulsion. Their objections (as appears from the evidence before the commons, 15th May, 1844,) rested of working; though they all agree in acknowledging the great security of life and limb which it affords. Mr. R. Stephenson, who is at the head of the profession, stated before the committee on the Croydon and Epsom railway; that, in his opinion, "the atmospheric principle's safety is nearly perfect." It remains therefore merely to prove its practicabilitythat is, that the inordinate loss of power by leakage (equal to 51 horse power per mile.) and the heavy expense for fixed engines-viz., 300 horse power for six miles-can be overcome and dispensed with. It is said that Mr. Pinkus has accomplished this; and the promoters of our new railways should acquaint themselves with the particulars of his discoveries. We have only space to enumerate them.—1. The long valve is dispensed with; hence the leakage complained of is entirely only a single propelling tube.—3. Instead of live in such a country, and pleasant to look to establish ferries across the lake and avail themupon such prosperity."

ses; and perhaps they may anow the people of Onio
to establish ferries across the lake and avail themselves of the Canadian roads, which they will be
The diameter of the main tube is only one-

clined planes the air in the reservoirs, proper-ly located, is exhausted or compressed, so as be a steady increase in the revenue derived ing period of last year. speed downward. Such are a few of Mr. that the present rates of fare, combined with tion of the rate of fare, of by no means inacknowledged defects of the atmospheric prin-ciple. The cost in first construction is les-sened, and also the expense of working, not only by avoiding the great leakage hitherto experienced, but also by the small size of the fixed engines employed. We notice with fare charged upon this branch, the legisla- that it was made a special condition, in the pleasure the efforts of this gentleman, because ture of Maryland, at its last session, author-law passed on that occasion, that the fare on to him may belong the honor of making railized the board to reduce the fare, in its distance between the cities of Balti
It is also gratifying to observe, that the crowning feat of the rail; but, if increase of more and Washington; to go into effect on bonus accruing to the state will be consider-danger go side by side with increase of speed, the first of June last. The board feeling the the public feeling, and, very probably, an act responsibility thereby devolved upon them, the road, and fully justified the wisdon of the of parliament, would part with the privilege for a time hesitated to conform in any degree policy which led to the enactment of the law rather than encounter the risk. Mr. Erring- to the provisions of the law, believing as authorizing the reduction. ton, before a committee of the lords, stated they did, that the experiment made by low that 13 hours between London and Forfar would only be required. But the masses who daily journey on railways would forego the acknowledged advantage of such economy in be applied to one which penetrated a district favorably with any other road in this countime were one man's life to be the price of it. where the population was sparce, and occu-try. If, as is confidently asserted, by those most in- pied almost entirely with agriculture. It is Of the further extension of the road to the

Baltimore and Ohio Railroad Report. (Continued from page 692.)

on and after the 1st of November next.

king together \$38,699 43.

that, during the year, the state has received further reduction; and accordingly, at their ful. the aggregate sum of \$87,969 03, being regular monthly meeting in September, it Indeed, a proper and candid consideration

half of that used on the present atmospheric of this road during the past year, as com- of four cents per mile, and the round trip to serve as a new power and as a regulator of from ordinary sources; and it is believed, One of the results arising from the reduc-Pinkus' specifics for the improvement of the the fact that the stages, which have hereto-ferior consequence, will be found in the fact

If, as is confidently asserted, by those most interest timate with Mr. Pinkus' plans, entire safety due, however, to many of the gentlemen of the speed of the rail, then is he to be accounted a speed of the rail, then is he to be accounted a ent opinion; and that, although the deficiencent opinion; and that, although the reduction of existed to the extension of the road from nearly nine per cent. upon her investment in was determined that, from and after the 15th of the subject would, it is submitted, lead to

lines .- 5. The stationary engines are kept pared with those of the year previous, will ticket to be discontinued. The short time working constantly.-6. The column of air be accounted for from the circumstance that which has clapsed since the adoption of in the tube does not move so fast as the train, numerous political conventions were held in this policy does not afford, perhaps, a suffia portion having been exhausted during in this city during the spring and summer of cient test of its correctness; but, up to this tervals by the engines being kept constantly 1844, which contributed very largely to the time, the number of passengers has considat work.—7. In ascending and descending in-extraordinary receipts of the road. As comerably augmented, and the revenue has man-

cy which would occur by the reduction of existed to the extension of the road from the fare, might not be made up from increased travel drawn from the immediate line of It is true, as the stockholders are aware, that These statements show the net earnings the road, yet they contended that such in- a law was passed by the Virginia legislature, for the year ending the 30th ultimo, to be crease would occur from other quarters more at its last session, authorizing the company \$95,094 65, nearly six per cent upon the remote, the inevitable tendency of low fares to extend its work to the Ohio river, to termicapital; which added to surplus of the pre- being to create travel. A majority of the nate at the city of wheeling; but the route ceeding year, amounting to \$11,795 19, board, at length, consented to make the ex-indicated by that law was considered so immake an aggregate of \$106,889 84.

Of this sum, the board divided three dollars per share in April last; and they have fare to two dollars, both for the through and meeting of the stockholders, called for its determined to divide the same amount for the round trip tickets. The result of this exper-consideration, on the 12th of July last, it was six months ending the 30th ultimo, payable iment was such as to convince those who had almost unanimously rejected. An effort was previously doubted, of their error, inasmuch also made by the citizens of western Penn-The sum paid to the state for the six as the revenue, so far from being diminished, sylvania, to procure from the legislature of months from the 1st of July 1844, to the 1st was actually increased over that of the cor-that state, at its last session, a law authoriof January 1845, being one-fifth of the gross responding period last year; and that too, receipts from passengers, amounted to \$17,-while the line of stages, which had existed city of Pittsburg, but without success. The 264 89; and from the first of January 1845, for some time between the two cities, contincitizens of a considerable portion of both to the first of July 1845, to \$21,434 54, ma- ued to run with no very sensible diminution these states, seem to be fully awake to the king together \$38,699 43.

It will be observed that if to this sum of board being, at the same time, sensible that \$38,699 43 be added \$33,000, the amount the round trip ticket was, in many instances, for that purpose at the next session of their of dividend to be received by the state from made use of for the most fraudulent imposi-respective legislatures. A convention has the Washington road; \$15,000, the divi-dend to be received from the main stem; would be the state of the revenue if the fare \$1,269 60 regularly remitted to London as were reduced to four cents per mile; the delegates from the western portion of that the interest on £5,250, the amount of the round trip discontinued, and the stages with-sterling bonds sold on account of the state's drawn. These estimates were sufficiently it upon this subject; and, it is confidently subscription of \$3,000,000—it will be seen satisfactory to justify the experiment of a hoped that their efforts will not be unsuccess-

of that month, the fare should be reduced to the conclusion that not only the western, but The slight decrease in the gross receipts \$1,60 between the two cities, or at the rate the eastern interest of the state of Pennsyl-

vania, and especially those of Philadelphia, place, during the present season, to Cincin-possible?

nati, at a much lower rate than it would It is not beyond the range of a brief mem
barrels; 5,000 hoop poles; 5 bls. apples;

nati, at a much lower rate than it would It is not beyond the range of a brief mem
96 bu. potatoes; 8,500 lbs. other freight. have cost to the same point by way of the ory, since almost the entire region of country Pennsylvania canals and the Ohio river. watered by the Ohio and Mississippi rivers, since last week, except in wheat, which has The completion of the railroad from Cin-now teeming with millions of human beings, advanced 3 cents. It is selling to-day at 53. cinnati to Sandusky, on lake Erie, which is and rejoicing in the comforts and blessings of I learn a contract for pork to be slaughtered now in active progress, must inevitably di-civilization, abode in primeval solitude; and, here was made to-day at \$4 neat—this is a vert the stream of travel from the great west who now can foresce, what will be the re- high price, higher perhaps than is warranted. to New York and Boston, and it will scarce-sources of this vast region within a few short ly be denied that, when it reaches those cit-jes, the inducements which will be held out again be beyond the conception of the most to merchants in their purchases there, will enthusiastic mind. be quite sufficient to prevent them from going to Philadelphia; whereas, on the other hand, matter of absolute certainty that sufficient gers going north, take comfortable coaches at if, by the completion of the Baltimore and will be found to justify the most sanguine an-this point, and reach Indianapolis the same Ohio railroad to Pittsburg, the travel is ticipations, predicated of all the great schemes drawn towards Baltimore, whatever benefit of internal improvement of the present day. turning, the cars leave Edinburgh at 12, and may result to her, a very large proportion must In this view of the subject, it cannot be arrive at Madison at 51 o'clock p.m. Pasundoubtedly accrue to Philadelphia. In this doubted that the Virginia legislature, at its sengers wishing to ascend the Kentucky riparticular at least, the interests of the two cit-next session, will grant the privilege of the ver or go down the Ohio, can soon after their right of way, unembarrassed by onerous and arrival take the mail boat leaving Madison in each other with a jealous distrust, they should oppressive conditions. be found uniting with hearty and untiring energy against the efforts of their northern of this work to the Ohio river is an object of at 10½ p.m., or the morning packet at 7 rivals-New York and Boston. Other con-the most earnest solicitude. siderations why the best interests of Pennsylvania would be promoted by a liberal pol-navigation on the Monongahela, rendering icy on her part towards this company, could the communication between Pittsburgh and daily operation between Madison and Edinbe adduced; but, at present, they might be considered out of place.

that she will continue to pursue a policy during the winter season, when the Pennsylwhich, it is believed, is without a parallel in any other of the states of the Union.

New Hampshire has, in three different instances, given the right of way to lines of railroad terminating in Massachusetts. Massachusetts has permitted, in three cases, the extension of lines from cities on the coast of dust of the balance, compared with those from Augusta, and the stage from Griffin.

Connecticut and Rhode Island into her limits, which may be expected when the work is

CHAS. F. M. GARNETT. Connecticut and Rhode Island into her limits. which may be expected when the work is New York has allowed the construction of ompleted to the Ohio river. the great western line running from Troy and Albany towards Boston, and has also permit-promise of the future; and, the tide of prosted her great southern route to lake Erie to perity, which has already set in upon us, the be tapped at Elmira, in Pennsylvania; there-evidences of which greet us on every hand, by forming a connection with Philadelphia. will continue to flow with a constantly in by forming a connection with Philadelphia. Pennsylvania has, by the Susquehanna and Thursdays is Pennsylvania has, by the Susquehanna and Tide Water canal, and the Baltimore and Susquehanna railroad, permitted a connection to be made by Baltimore with her whole system of public works. Indiana has allowed the Whitewater canal to terminate at Cincin-President was terminated to the matter of the daily as can be crowded to the matter of the dail the Whitewater canal to terminate at Cincinnati. Maryland has, also, given a most signal example of liberality to a great enterprize by permitting the Chesapeake and Ohio canal, which traverses 200 miles of her territory, to Journal to show the progress of business on the terminate in the District of Columbia. And Madison and Indianapolis railroad. What they do finally, the road leading from Charleston in now however is a mere beginning compared with South Carolina, passing through Georgia, what will be done when the road shall be completed Tennessee, and Kentucky, and looking to Indianapolis, which we hope will be done at an Cincinnati as its termination, completes the early day-and when it is completed to that point catalogue. Virginia alone of all the states seems to stand aloof from so liberal a policy, and to regard the appeals of even her own Business during the week ending Oct. 11, 1845. citizens upon this subject with indifference.

are most seriously involved in it. The congreat west to her capital by means of the key; 2 bls. tar; 9 bls. molasses; 8,000 shin-struction of a canal leading from Cincinnati James river and Kanawha canal, there might, gles; 151 bu. stone coal; 11 half bls. beer; through the state of Ohio to lake Erie, has perhaps, be some force in the arguments used 12 plows: already diverted a very considerable portion for not granting to this company the right of of the trade of the valley of the Mississippi way; but who, that is at all familiar with the wheat; 88 bu. corn; 180 bu. flaxseed; 77 from Philadelphia to New York. Merchan-growing greatness of the Mississippi valley, bu. bran; 489 bls. flour; 201 bu. oats; 40. dize has been transported from the latter can for a moment suppose such a result to be 000 ft. lumber; 15 cords wood; 185 empty

Since the completion of the lock and dam, thereafter. Brownsville expeditious and easy, much the largest portion of the western travel has been In regard to Virginia, it is hard to believe diverted from other routes to this city; and vania and New York canals are closed, this road is beginning to be regarded as the cheapest and most desirable route for the tersville, in Cass county, on the 20th of October—transportation of merchandize, between the and to Coosa Depot, (formerly known as Borough's,) on the 20th of November. Atlantic seaboard and the west.

The experience of the past gives glorious

President pro tempore.

Madison and Indianapolis Railroad.

We find the following trom the Indiana State we shall expect to see early movements for its extension towards the lake.

Outward.—151 passengers; 65,700 lbs.

If it were possible to draw the trade of the merchandize; 392 bls. salt; 15 bls. whis-

Inward.—204 passengers; 5,236 bushels

There is no material change in the market

The passenger cars during the fall and winter season, will leave Madison every day, (Sundays excepted,) at 5½ o'clock a.m., and then leave the depot at 61 o'clock a.m., and day from 6 to 9 o'clock in the evening. Rethese directions. Passengers destined up the To the city of Baltimore, the completion river can take the evening line of mail boats o'clock, and reach Cincinnati in Sor 10 hours

Two locomotives in complete order are in

WESTERN AND ATLANTIC RAIL-road. The Western and Atlantic Rail-road is now in operation to Marietta, and will be opened to Car-

tlantic seaboard and the west.

These results are, however, but the small to connect daily (Sundays excepted) with the train

Chief Engineer.

OSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to

merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation n this respect.

maintain its reputation n this respect.

TERMS OF ISUBSCRIPTION.

For the Daily Courier, for one year, in advdnce \$8,00

For the Semi-Weekly Courier, for one year... 4,00

For the Weekly Courier, for one year... 2,00

JOSEPH T. BUCKINGHAM.

EBEN B. FOSTER.

BOSTON AND MAINE RAILROAD. GEORGIA RAILROAD. FROM AUUpper Route. Boston to Portland via, Charlestown, Somerville, Malden, This Road in connection with town, Somerville, Malden, Stoneham, South Reading, the South Carolina Railroad and

Meading, Winnington, Banardvare, Annover, North the Western and Additic Road now forms a con-Andover, Bradford, Haverhill, Atkinson, Plaistow, tinuous line of Railroad of 360 miles from Charles-Newtown, Kingston, East Kingston, Exeter, South-Newmarket, Newmarket, Durham, Madbury, Do-ver, Somersworth, South-Berwick, North Berwick, Ver, Somersworth, South-Berwick, North Berwick, Rates of Freight, and Passage from Augusta to Car-tersville.

Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7½ a.m., 2½ p.m.

Leave Boston for Great Falls at 7½ a.m., 2½ p.m.

2½, 3½ and 5 p.m. Leave Boston for Haverhill at 7½ a.m., 2½ p.m.

2½, 3½ and 5 p.m. Leave Portland for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 6½ a.m., 9½ a.m. and 4½ p.m. Leave Haverhill for Boston at 6½, 8½, and 11 a.m., and 6½ p.m.

Special Train.—A special train will leave Boston for Andover at 11½ a.m., and Andover for Boston at 3½ p.m.

Goods consigned to S. C. Railroad Co. view of the special control of the special c

31 p.m.

The Depot in Boston is on Haymarket Square. Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value. CHAS. MINOT, additional value. 43 1v Super't. October-20, 1845.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, j5a3 Albany Iron and Nail Works, Troy, N. Y.

Nibany Holl and Works, 1707, N. Y.

TO IRON MANUFACTURERS. THE
Subscribers, as Agents of Mr. Geo. Crane, of
Wales, having obtained a jatent in the United
States for his process of smelling Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer,
are prepared to grant licenses for the manufacture
of Iron according to Mr. Crane's principle

of Iron according to Mr. Crane's principle.
A. & G. RALSTON & CO. No. 4 Sout Fronth st., Philadelphia, Pa

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.
Locomotive steam engines and tenders; Driving

and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patthes; car wheels of cast from with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns,

of an descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.
ROGERS, KETCHUM & GROSVENOR;
a45 Paterson, N. J., or 60 Wall street, N. York.

POR SALE AT A SACRIFICE—A LOCO-motive Engine, 4 wheels and Tender: Cylin-ders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and wa-ter, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse

I Upright Hydraulic Press. All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists.

Reading, Wilmington, Ballardvale, Andover, North the Western and Atlantic Road now forms a con-

"Sugar, coffee, iron, hardware, etc. "70 "
"Flour, bacon, mill machinery etc. "334"
"Molasses, per hogshead \$9; salt per bus...22 "
Passengers \$9 50; children under 12 years of age

Passengers to Atlanta, head of Ga. Railroad, \$7.
German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON, at Augusta.

Ch. Eng. and Gen. Agent. 815. *44 ly Augusta, Oct. 21 1845.

N ICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable. Working Models of the Safety Switch may be

EORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1\(\frac{1}{4}\) in to 2\(\frac{1}{4}\) in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made and they may rely upon being served according to the control of th made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Wro't, Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't, Iron work for Steambasts and Shafting of any size; Grist Mill, Saw Mill and Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective from and Brass Casting and very effective Passengers by the Locomotive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, arrive in Weldon, N. C., at 10 p.m.; Passengers by the Charleston, S. C., at 6 a.m. Iron and Brass Castings of all descripio ns.t ia451v

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45

N. E. cor. 12th and Market sts., Philad., Pa., 131

THOMAS & FALLS.

NORWICH AND WORCESTER RAIL-Road. On and after May 22, 1845, Trains will leave as follows, viz:—

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 4½ p.m. Leave Worcester, at 10 a.m., and 4½ p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, con-

nect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and
Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7‡ a.m., daily, except Sunday, and arrives in Norwich at 9‡.
Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE. Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value tor Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper-l barrels, by JOHN W. LAWRENCE, 142 Front street, New York. ed barrels, by

Orders for the above will be received and promptly attended to at this office.

port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, ja45

Reading D. Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Balticed rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$ 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$\frac{1}{2}\$1; Baltimore to Weldon \$\frac{1}{2}\$1; Baltimore to Petersburg \$\frac{1}{2}\$7 50; Baltimore to Richmond \$\frac{1}{2}\$7.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule .- Leave New York at 5 o'-Way Matl Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.;
arrive in Baltimore at 21 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—
Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

May 12tf

Alexandria, D. C.

ONG ISLAND RAILROAD .-- EVENing Line for Newport and Providence.

Fare 50 cents. Every Tuesday, Thursday and Saturday, from the foot of Whitehall street, at 41 o'clock and from Brooklyn depot at 5, p.m.

On the arrival of the train at Greenport, passengers will proceed immediately in the steamer "New Haven," direct. 2t 39

POSTON AND PROVIDENCE RAIL-road. Dedham Branch Railroad. Stoughton Branch Railroad. B FC

Fall arrangement, to com-

mence Monday, September 29, 1815. Steamboat train for New York via Stonington leaves Boston at 41 p.m.

Accommodation trains, leave Boston at 8 a.m. and 31 p.m. Leave Providence at 8 a.m. and 31 p.m. Fare in first class cars, \$1 25

85 second

Sept. 15, 1845.

NEW YORK AND ERIE RAILROAD
LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

The presences the way and commediate states.

The presences the way and commediate states.

The presences the way and commediate states.

foot of Duane street daily, [Sundays excepted,] at 7½ On weight goods generally... On weight goods generally... On weight goods generally... On bully goods
H. C. SEYMOUR, Superintendant. H. C. SEYMOUK, Superintendant.
Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc.

31 1y
40

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennwhole distance from Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Alternoon train. This train leaves the ticket of-

fice daily, Sundays excepted, at 31 p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.
Returning, leaves Parkton at 6 and Cockeysville
and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

31 ly Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST.
Have now on hand and for sale,
200 tons 24 x 1 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ x ½ inch Flat Rails.

Alsc—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and s20 2m ja45 cost originally \$5000.

MAIN STEM. The Train carrying the Great Western Mail leaves Bal-

Harpers Ferry — with the various fairbal and and and a bright of few burgh, in Change Couldy, men steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumity to pay to the state any demand which the state berland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Browns—"that in case any holder or holders of the capital and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 26 hours to Bittsupph \$10 are time about 2.5 hours. 36 hours, to Pittsburgh \$10, and time about 32 hours.
Through tickets from Philadelphia to Wheeling
\$13, to Pittsburgh \$12. Extra train daily except Dedham trains, leave Boston at 9 a.m. 3 p.m., Sundays from Baltimore to Frederick at 4 P. M.,

Dedham trains, leave Eoston at 9 a.m. 5 p.m., and 6 p.m. Leave Dedham at 7½ a.m., 10½ a.m. and 4½ p.m. Fare 25 cents.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8 a.m. and 2½ p.m. Fare 50 cents.

We recommend to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M. and 5 P. M. and 5½ p.m. Fare 50 cents.

We recommend to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington at 8 A. M. and 5½ P. M. and 5½ P. M. from Washington, connecting daily with the Baltimore at 8 A. M. W. RAYMOND LEE, Sup't. and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4

> YENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.
> This Road is open for the trans-

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7th On weight goods generally... 50 cts. per hundred. On measurement goods 13 cts. per cubic ft.

......\$1 50 per barrel. 80 cts. per barrel.

40 cts. per hundred.

...\$6 00 per hhd. Goods addressed to F. Winter, Agent, forwarded ec of commission. THOMAS PURSE, Gen'l. Sup't. Transportation.

EXINGTON AND OHIO RAILROAD. Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lex-

ington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

35 ly

EARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to James P. Allaire,

Peter Cooper,
Murdock, Leavirt & Co.

J. Triplett & Son, Richmond, Va.

J. R. Anderson, Tredegar Iron Works, Rich-

J. Patton, Jr. Colwell & Co. J. M. L. & W. H. Scovill, Waterbury, Con.

J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.
35 1y

PAILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 30 Wall st., N. York.

OFFICE OF THE NEW YORK AND Erie Railroad Company. No. 50 Wall st. New York. September 13, 1845.

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conncting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and and a branch to Newburgh, in Orange county, then the various railroad and and a branch to Newburgh, in Orange county, then the various railroad and and a branch to Newburgh, in Orange county, then the various railroad and a branch to Newburgh, in Orange county, then the various railroad and a branch to Newburgh, in Orange county, then the various railroad and a branch to Newburgh, in Orange county, then the various railroad and the various railroad and a branch to Newburgh, in Orange county, then the various railroad and a branch to Newburgh, in Orange county, then the various railroad and a branch to Newburgh, in Orange county, then the various railroad and a branch to Newburgh, in Orange county, then the various railroad and the va Notice is hereby given to the holders of stock of the New York and Erie Railroad company, that by the terms of the 8th section of the Act of the 14th May, 1845, it is provided that, if within 6 years from the passage of the law the company shall complete stock of said company heretofore issued and certi-"fied, or purporting to be paid in full, shall not with-"in six months from the passage of this act, surren-"der to the company their stock certificates, and receive or offer to receive therefor, for every two 'shares of stock heretofore issued, one share of stock to be hereafter issued, then all such stock heretofore "issued, and not so surrendered, shall not be subject to the provisions of this law; but the state shall re-"to the provisions of this law; but the state shall retrain the right to claim upon such outstanding stock,
"and the said company shall pay into the treasury of
"the state, upon the order of the comptroller, any and
"all dividends upon such outstanding stock, and the
"comptroller shall apply the same to the credit of
"said company, until the state shall receive in such
"dividends so much of their said detective mill dividends, so much of their said debt of three mill-'ions of dollars and the interest thereon, as would be the proportion of such outstanding stockholders to pay, provided the whole debt of three millions of dollars and interest thereon were collected ratably from all the stock of said company now outstanding.

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec-"retary of said company, within thirty days after the 'expiration of the six months mentioned in the last 'preceding section, to file with the comptroller of 'the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provis-"ions of the last preceding section; and whenever "any dividend upon the stock of the said company "shall be made, it shall be the duty of the board of "directors to notify the comptroller of such dividend,
"and upon payment of the dividend aforesaid into "the treasury, the comptroller shall furnish to said "company a receipt for the portion of such dividend belonging to any stock not surrendered and ex-"changed in pursuance of the last preceding section
"of this act, and said company shall surrender to
"the holders of such stock the receipt of said comp"troller in lieu of said dividends."

It will be seen that on or befere the 14th of Noington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. the act, it is made the duty of the company, within thirty days from the 14th of November, "to file thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all possible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors.

39 8t

T. S. Brown, Acting secretary. T. S. Brown, Acting secretary.

OFFICE OF THE NEW YORK AND Eric Railroad Company. No. 50 Wall st. New York 4th October, 1845.

Notice is hereby given that the sum of three millions of dollars, required by the law of May 14th, 1845, has been subscribed to the capital stock of this company, and that the books have been closed. The subscribers are required to make a payment of five dollars on each share, at the office of the com-pany, on or before Thursday, the 16th of October

By order of the board of Directors. T. S. Brown, Acting Secretary.

AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 45.]

THURSDAY, NOVEMBER 6, 1845.

[WHOLE No. 488, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING.

One page per	annur	n					 	 		 \$1	25	00
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One square	**										15	00
One page per	month							 			20	00
One column											8	00
One square	66										2	50
One page, sin	gle ins	erti	on.				. :				8	00
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One square		66									1	00
Professional n	otices	per	an	nu	m	٠.					5	00
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ENGINEERS and MACHINISTS.

ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works,
Troy, N. Y. (See Adv.)

TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown,
N. J. (See Adv.)

NORRIS, BROTHERS, Philadelphia, Pa.

KITE'S Patent Safety Beam. (See Adv.)

FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)

NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)

NY, Newcastle, Del. (See Adv.) ROSS WINANS, Baltimore, Md. CYRUS ALGER & Co., South Boston Iron Com-

CYRUS ALGER & Co., South Boston, Mass. pany.'
SETH ADAMS, Engineer, South Boston, Mass. STILLMAN, ALLEN & Co., N. Y.
JAS. P. ALLAIRE, N. Y.
H. R. DUNHAM & Co., N. Y.
WEST POINT FOUNDRY, N. Y.
PHŒNIX FOUNDRY, N. Y.
R. HOE & Co., N. Y.
ANDREW MENEELY, West Troy. (See Adv.)
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE, do.
HINCKLEY & DRURY, Boston.
C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.

bridge, Mass. BALDWIN & WHITNEY, Philadelphia, Pa.

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn.

(See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia.

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges
of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSES. EDITORS.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled enger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Dcl., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance

such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

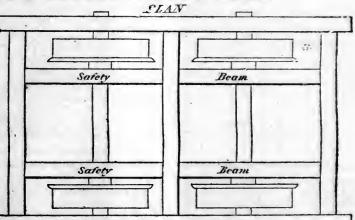
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

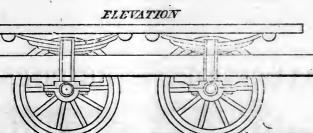
JOHN FRAZER, Agent,

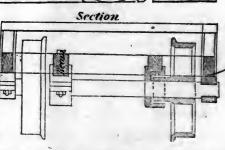
GEORGE CRAIG, Superintendant,

W. L. ASHMEAD, Agent.

The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIF and Boat Spikes. The Albany Iron and Nai Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant-

chants in Albany and Troy; J. I. Browet, 222 Water St., New York; A. M. Jones, Philadelphia; T. Jan-viers, Baltimore; Degrand & Smith, Beston. ** Railroad Companies would do well to forward

their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invi-ted to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters bave been extensively used during the

teral use for railroads and other purposes in this country, the manufacturers have no hesistation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agend.

Albany Iron and Nail Works, Troy, N. Y. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Cotlin & Co. Boston. ja45

PAFENT RAILROAD, SHIP AND BOATT

Are subscriber's Patent Machinery; which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States (as well as England, where the subscriber obtained a patent are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States (as well as England, where the subscriber obtained a patent are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States (as well as England, where the subscriber obtained a patent are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes are kept for sale, at Factory Prices, by Italy diminishing the draugit or activity of the fire in the furnace.

All orders di

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

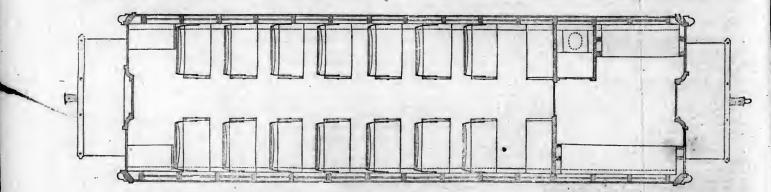
ble terms Philadelphia, Pa., April 6, 1844. ** The letters in the figures refer to the article given in the Journal of June, 1844. ja45

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, no only in the saving of time and labor, but in the coonomy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS senger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE CUSHMAN'S COMPOUND IRON RAILS. TO RAILROAD COMPANIES AND BUILDtyres imported to order and constantly on hand
A. & G. RALSTON

Output

District Cushman's Compound IRON RAILS. TO RAILROAD COMPANIES and BUILDERS OF MARINE AND LOCOMOTIVE improvements in the construction of rails, mode of ENGINES AND BOILERS. 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish of A TURING Company continue to furnish at the Works, A Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY President of the Newcastle Manuf. Co.

guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very a vantageous to the varied interests connected will their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

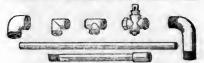
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, will Stop Cocks, T., L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,
President.

President. TO IRON MASTERS.—FOR SALE.—MILL TO IRON MASTERS,—FOR SALES.

SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyonning Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manuacurer; rien iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer. W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide,

two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., Finadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

NORRIS, LOCOMOTIVE WORKS.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches	Diame	ter of	Cylinder,	×	20	inches	Stroke
46		14	"	66	ii '		24		66
"	3,	141	60	66	66	X	20	6	•
66		121	"	66	66	X	20	66 -	66
66	5,	115	"	"	66	X	20	"	66
"	6,	101	"	-66	u	X	18	"	. 23

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives, Tenders and Cars

NORRIS, BROTHERS.

The Iron Trade in England.

the manufacture of iron. Indeed we must make it Belgium, the Levant, Iudia, and South America railways, as well as of preventing the carriaor do without it, in the quantities that we shall rerica. The successful result of the manufacges being thrown off the line by oscillation

iron for railway operations is giving an ani-only for the covering of railway termini, Railway Accidents .- "In 1842 and 1843" says the mus to mining enterprize in Scotland. Several new iron works were commenced in the spring, and have progressed so rapidly, that pical climates. This invention is one that is it is expected that some new brands of pig making a most rapid progress. Iron ore iron will soon be brought into the market .-At Kinnell, there are four furnaces already vast quantity of coal to work it, there is, cer- in the following article from the Halifax Morning completed, and arrangements are making to tainly, no chance of a scarcity of metal, if Post. have them blown in in the course of this month, there are only sufficient furnaces at work to or early in next. It appears that it is not supply the market, and this the iron masters more than six or seven months since the foun- must do, not only for their own interest, but dation was first laid down, and now the buil-the necessity they will be placed in to meet ding is finished—a rapidity scarcely known their increasing and rapid contracts. in the iron trade. Those of Eglinton and Lugar are also progressing rapidly to completion, and will be in blast at nearly the same way Express of Sept. 19th. time as the above. It will be some time longer before any of the works in Fifeshire can advertised during the past week, exclusive of should have thought that the experience of come into operation; there is no doubt, how-colonial and continental schemes, and for ever, but that in the spring of 1846 there will British lines alone, amounts to the enormous have deterred from Spanish railroads But be a vast quantity of metal produced by them. sum of £59,000,000. There are, besides these, two other new iron works, for the purpose of supplying parties who have hitherto been the purchasers of iron pigs, and will shortly be finished. The iron trade generally throughout Scotland is greatly improving, and never had the masters a finer prospect of a golden harvest than for the next three to five years. A meeting of the iron masters of South Staffordshire, preparatory to the general quarterly meetings, was held at Dudley, on Thursday the 26th ult. These preliminary meetings are strictly private, and all that is known is, that they of the numerous accidents, the London and are all in favor of another rise; and there is Birmingham have ordered chronometers to be very little doubt that, at their quarterly meet made, with the view to their being placed in ings that will be held during the course the hands of all the guards along the line, so of the present month, an understanding will as to establish uniformity of time. be entered into for the fixing of the prices for this year. In the meantime, it is satisfactory to state, the iron mining masters, from one end of the country to the other, never were so of a railway on the line of the canal. busy, and the greater part of them have more orders even than they can well supply. The progress of railways is giving an extraordinary impetus to mining enterprize, as we have not only to look to the present extensive con- a railway. A committee was appointed with the ocean at Portland by the most direct route. tracts that are being entered into for the lines power to negotiate for the sale of the canal to passed last session, many of which are being other companies. laid down with locomotive speed, but the numerous schemes that will be brought before Birmingham a leading carriage is attached group, we find the actual dividends to be:parliament in February next, and in 1847, to the engine, in which the guard sits, and is Lowel, 8 per cent.; Eastern Massachusetts, will create such a demand, that the iron masthus protected from the keen air. The car- 7; Eastern Maine, 7; Maine, 6; Nashua 8.

could not have been anticipated twenty years of accidents it is surmised by some connected Utica and Schenectady, 11; Utica and Syraago, has had the beneficial effect of giving em- with express trains on other lines. ployment to thousands, not only miners, but the workers in forges and furnaces, and in fact, has lately obtained a parent, for the united closely analagous to, or rather strictly identievery branch connected with the production kingdom, for a railway break (applicable to cal with, those of the districts through which of this most requisite metal. There is every other carriages, etc.,) constructed upon the the projected St. Lawrence and Atlantic rail-

in iron; not only for railways, but the progress ples, by which every carriage of a whole The following article from the London Mining making in iron steam ship building, which train may be easily, safely, and almost instanJournal of October 4th in relation to the iron trade, is now so much in favor, and will evensustains fully the accounts by the Hibernia. There tually become much more so, as several very plied in all parts, it will be the means of precan be no doubt we think, but that there are abun-extensive contracts have recently been enter-venting the fearful effects of the concussions dant inducements for our capitalists to engage in ed into for various parts of the globe-Russia, which are of such frequent occurrence upon ture of galvanized iron is also likely to make or otherwise, while, by this invention, there is "The great demand that is now making for an extraordinary demand for this article, not protection especially provided for the engineer. abounds in this country, and, added to the

> Foreign Railway and Canal Intelligence. We find the following items in the London Rail-

The Midland railway company are, we understand, having the electric telegraph laid down upon their lines between Rugby and ble in such projects, it is admitted that Eng-York, so that it will only require the wires to be extended from London to Rugby, and from York to Newcastle, Berwick, Edin-railroad security ought to rank A. 2. This, burgh, and Glasgow, to make every event of at least is certain with regard to the West Inimportance known in the capitals of either dian and British North American colonies. kingdom and their chief seats of commerce a They are subject to British jurisdiction; and few seconds after its occurrence.

London and Birmingham.—In consequence

gent's canal company is to be held for the from Edinburgh to London. The capital inpurpose of determining on the construction vested in railroads in these colonies is quite at

At a meeting of the Somersetshire canal to its owner. proprietors, just held, resolutions were unanimously adopted for converting the canal into jected railroad for connecting Montreal with

Express Trains.—On the Manchester and ters must now put their shoulders to the wheel. riage is laden with about three tons of iron, In the New York group, the actual dividends "This new era in the iron trade, which to prevent the train from oscillating, the cause are: -Mohawk and Hudson, 7 per cent.;

probability that there will be a great advance most simple, improved, and scientific princi- way are to pass. The New England lines

There is good sense and much truth in few words

· The St. Lawrence and Atlantic Railroad.

The mania for speculating in foreign railroads is to us inconceivable. There is an Alto-Douro railroad-and a hopeful project for a railroad across all the parallel sierras of Spain between Madrid and the bay of Biscay. say nothing of the great "Vertebral railway" which is to wind its serpentine length, throwing out as many branches as a centipede, The capital required for the projected lines through the whole of Europe and Asia. We Spanish bonds and Spanish legions might there are still fools to build chateaux en Espagne.

Even by the rooks and pigeons who gamthanks to the steam mails, the course of post with these colonies, is now not much longer and far more certain and regular, than the course of post with some parts of Scotland, within the memory of man. A friend of ours arrived in London 'tother day from Goderich -the far west of Canada west-by New York in 19 days: the same friend not much A meeting of the proprietors of the Re-more than 29 years ago, was 13 days sailing hand; and an appeal to English law is open

Take as an illustration of our point, the pro-We select two groups of United States railroads-one in New England, the other in the state of New York—to show the returns upon such investments. In the New England cuse, 11. The local circumstances of the dis-The Rev. F. H. Maberly, of Stowmarket, tricts through which these railways pass are

sively by local traffic. The St. Lawrence largest class, daily depart for New York, ca- cities as large as New Orleans. and Atlantic has the same terminus as two of pable of accommodating 3000 passengers. them (Eastern Maine and Eastern Massachu-Besides, there are other steamboats, that ply find we have made no allusion to the intersetts,) and a branch line will connect it with daily to Catskill, Hudson, and Poughkeepsie. nal travel of New England. As might be the other two. (Lowell and Nashua.) The When the travel reaches New York it expected, this is large beyond all precedent, returns on these lines afford a fair criterion of spreads into the great Southern route or the particularly on those lines where low fares what it will yield from local traffic alone. Eastern route to Providence and Boston.-But the St. Lawrence and Atlantic will be the The Boston Advertiser gives the following and that is the western. The receipts for channel of a great transit commerce; the di-statistics: rect, during the whole year, and for a great part of it the only channel of communication ber of passengers by railroads and steamboats, bewith the ocean from Canada East and a great portion of Canada West. The two highest of the New York lines quoted, may therefore, 19,314. perhaps be regarded as affording a more prorence and Atlantic. There will be no fear of 'repudiation' in this enterprize: Canada is a British territory, and the company is incorporated by the Canadian legislature, and has sail from Liverpool.

tory proof of the estimate that has been form- heavy; but we have no data before us to deed of the prospects of this undertaking by termine the amount. Previous returns have some of our most eminent and prudent merchants. And—a circumstance on which we lay a great stress; the scheme originated in the province, and has been warmly received the province, and has been warmly received York and Philadelphia that it materially we may say, in any weather.—Albany Argus. there; a large proportion of the shares having checks the tide. Probably 30,000 per month been taken by residents. It is an enterprize is the full average. At a low fare, with the in which no such expenditure as parliament two largest cities in America at its extremes, entails upon English railroads, before a sin-the travel could easily be trebled. South of gle step can be taken towards the works, is to Philadelphia the travel is increasing largely placed beyond a contingency the early con-

usefully expended.

The St. Lawrence and Atlantic railroad is a legitimate mercantile speculation; and one of those enterprizes which, by adding to the interests which the colony and mother perpetuates the union between them.

Travel on the Leading Routes. Low fares-Passion of the American for travelling.

business travel.

we have quoted are supported almost exclu-lanche. Six steamboats, most of them of the the Missouri rivers would build up twenty

Travel between New York and Boston .- The num-

In the month of August, the number was bable estimate of the returns of the St. Law- 22,000, which was the greatest number of its head-quarters at Montreal. The sea-board to manifest the preponderating travel on the terminus of the railroad is only 11 or 12 days Hudson river over any other route in the United States. South of New York, and on The names on the directory are a satisfacthe Philadelphia line, the travel is unusually The whole of the sums subscribed will be Philadelphia and Washington, and the result even now adds greater profits to the companies, while it undeniably advantages the public.

sary to say that the travel must increase.—

In looking over what we have written, we predominate. There is but one exception, passengers have fallen off, while that of freight is steadily increasing. The fare between here and Boston (\$5,) is too high, while the freight tariff is very low. We have reason to believe that in a few months, low fares will rule on the western railway. It is said that \$3 will be the rate between here and Boston. The competition of the Hudson river must be met, or it will be impossible to retain business.

The increase of the local travel in New England, has naturally produced that strong, pervading railway feeling, which has excited the more surprise, as the eastern people are noted for their calculating coolness. But there is "method in their madness!" New England contains a dense population, and manufacturing prevails in every town .-

Elmira and Williamsport Railroad.

The subscription of \$3,500,000 to the stock of the New York and Erie railroad having be feared, for the company has already been on the great southern line. The fare has struction of that work, and of a railroad conincorporated by the provincial legislature.—
been lately reduced 50 per cent. between necting it with Seneca lake and the northern line of railroads, it seems to us that the great importance to the citizens of Elmira of the completion of the Elmira and Williamsport road, must be manifest. The many advan-South of Washington and throughout all tages the New York and Erie railroad will country have in common, strengthens and the southern states, the travel is greater than possess over the northern chain, will doubtless last year, though the increase is not so great secure a larger proportion of the travel from as in the northern states. On the Mississippi, the great west to New York, and make Elmi-Ohio and Missouri rivers, it is hardly necestra a point of much importance, if the peculiar position she will occupy is properly improved. These mighty rivers, water a country where If the Southern road is completed it will open The amount of travel in all directions, is production springs up under the very touch an avenue for the travel going south, which very heavy. The boats on the lakes are of civilization. The number of steamers on cannot but prove a great thoroughfare. Elmore overrun, both with passengers and the western rivers is increasing, but we per- mira would then be a point where great thorfreight, than at any time since 1836. Though ceive, as we have long since apprehended, oughfares cross each other, and where the the number of steamers and propellers has that passengers go up the Ohio and Missis travel must leave one to take the other. This more than quadrupled since then, the cry is sippi, rather than down that river to New of itself, if there were no other consideration, still for more, to meet the demands of the Orleans. Chicago, Cincinnati and Pittsburg would make the construction of that road of heavy emigration, and the large mercantile draw them in that direction, because from vast importance to the future prosperity of travel of this very active year. It is not the thence, it is easier and cheaper to get to New our village. But the travel would be a mattravel of mere hordes of spectators, as was York. The gradual extension of all the the case in '36, but rather men seeking lines of railways and canals, from the Atlan with that of the freighting business, which a new home, who go with the determinatic seaboard into the western and southwest the commerce between the states of New tion to live by their labor. Such is sound tern states, is having the effect of drawing York and Pennsylvania would cause. If the the travel by the great northern routes to the construction of that road has heretofore been We understand also that the travel on the seaboard. Thus these artificial rivers and deemed of much importance by our citizens, railway between here and Buffalo, was nev- roads have entered into a direct and success- how much more important does the certainty er heavier. It is a steady tide, which flows on without a cessation from day to day.— Ohio. These new ties widen and strengthen mentioned make it? The burthen which our The trains that come to our city, are uncom-the commercial ascendancy of New York. citizens will be called upon to bear to secure monly full. The business of 1844 was good, Yet most fortunately it does not weaken New their construction will be light, and will but this is better. The travel increases in Orleans, for the extent of country yet dependence until it reaches the Hudson, where dent upon that city is enormous. The ferture dent upon that city is enormous. The ferture dent upon that city is enormous. It will not be necessary for the citit

tance, if a demonstration is made which ap-ton. pears to have any of the elements of success. And if there were no other interests which are at stake, the connection of the work with best command the attention of the capitalthe others which are certain to be constructed, would give it an importance which would afford better accommodations; the profits procure friends and assistance if thoroughly arising from railroads are greatest on those known and appreciated. The position in which Elmira stands in relation to the road, ber of passengers that are carried at the pres- in full operation from New York and Bosmakes it the duty of her citizens to take such ent time to Boston, amount to 30,000 annu-ton to the remote extremes of the Union, the measures as will concentrate the efforts of all ally from Brookline, 15,000 from Brighton foreign intelligence can be so quickly transwho are interested in the road. To do this through Brookline, and 6,000 from west mitted, and will at once (for no combination is the work of time. Its commencement Roxbury; to say nothing of Jamaica Plain. can be extensive enough to suppress it) be so ought not to be delayed. If the efforts of all interested could be concentrated, we think that not a doubt would exist as to the possibility of providing the means for building the committee of which Hon. Luther Metcalf is news is spread through the country.

The possibility of being able to do so chairman, was directed to procure statistics. Speculation will still exist, but it we shall be so that the country. would richly compensate for the effort.-Elmira Republican.

Woonsocket and Dedham Railroad.

Thus we see the people of New England constantly projecting new lines of railroad. No sooner is one line decided upon than another is agitated. Here we find a new line, to commence at Woonsocket on the line of the proposed Providence and by the Great Britain is of the highest im- burgh American has the following respecting Worcester road, and designed to traverse the country intermediate between the Boston and Providence and the Boston and Worcester roads, or to connect stuffs is so decided that present prices may with the Worcester road at some point; thus will they continue to add one road after another until every village of any considerable business in New England, has its railroad facilities.

"We learn, says the Boston Traveller, from the Norfolk American, the particulars of a meeting held in Dedham on the 14th tions are very heavy, and when the farmer inst. in behalf of the proposed railroad from is naturally bringing his whole crop to mar-Woonsocket, R. I., to Dedham. Statements ket, it is of the first moment to him that he were made to the meeting, in reference to should be at once aware of the change in the tons of finished iron per week. the increase of business and travel on the market. When the advance is large the contemplated route. In the towns of Wat-difference of the few days in getting his in-tons of railroad iron for the Mad river railerford, Blackstone, and the immediate vicin- formation may thus make it to him a matter road; for the Miami road 850 tons, for which ity of Woonsocket, the business in raw ma- of profit or loss on his whole crop. terials and exports was said to have increased 25 or 30 per cent., within twelve months; struction of the railway between Boston and the Sandusky and Mansfield city road, of and the travel even more. So in Belling-Buffalo will make a difference of at least which 800 tons have been furnished. These ham, Medfield and Medway, there had been three days in the time of transmiting the facts may give an idea of the importance of a great increase. Routes had been surveyed late very important foreign intelligence.from Woonsocket to Medway, and from the express trains on the railway will scatter two directions, to Dedham—viz: ter the tidings far and wide through the western remsylvania. They are owned by a company in Boston, of which thence, in two directions, to Dedham—viz: through Medfield and west Dedham; and tern states, at least three days before the farthrough north Wrentham, Walpole, and the mer would have heard of it without a railpensive construction, and affording a larger titles him. amount of business. It was stated that the The ordinary grain purchases in the course citizens of Woonsocket, since the Providence of three days, at this active business season and Worcester railroad had been decided of the year, in the states of Ohio, Indiana, upon, were in favor of the route through Illinois, Michigan and Wisconsin, are enor-burgh Gazette, that the burnt aqueduct on the Dedham to Boston, as the most direct, in mous. Hundreds of thousands of bushels Juniatta has been rebuilt, and that boats perference to the one which has been talked of wheat daily change hands. When we pass as usual. We derived the intelligence of to strike the Worcester railroad at Fra-state that the wheat crop of 1845 in those by the following letter, received on Saturday: mingham. A suggestion was made as to an states alone, is, at least 30,000,000 of bushresolution:

resolution, that an independent road would ing the just reward of their toil. ists; that a new and separate depot would The matter was finally referred to a committee, with instructions to cause the route from Dedham to Boston to be surveyed. of the several towns on the route from Wooncollect funds to defray expenses of prosecuting the subject before the next legislature."

Commercial Advantages of Railway and Telegraphic Speed.

It is readily acknowledged that the news portance to the grain growing interests of the The advance in all breadwhole Union. afford a profit where none was realized beeign news.

At this season of the year, when transac-

We consider it safe to say that the con-Neponset river; the former being the most way to Buffalo. He will thus reap the fair direct, and the latter of easier and less ex- and full price to which the intelligence en-

Thus, the speculator or merchant will not season.

zens of Elmira to furnish all the means to construct it. Other interests are largely at stake which will freely contribute their assistance if a demonstration is made which and have won it by their labor, for every patriot "It was said by those who advanced this must be proud to see those who work, reap-

> Though forestalling cannot always be prevented, yet the speed of railways, and still more clearly, of the magnetic telegraph, will limit the power of these mere speculative opportions nearest the city; and that the num-erations. When the magnetic telegraph is widely diffused among the producers that it will be almost impossible to make extensive A speculations after the arrival and before the

> Speculation will still exist, but it will rather be that legitimate kind which springs socket to Dedham, revise the surveys, and from the sagacity of perceiving the true result with the data open to all, and not that unfair kind which is based upon the possession of important intelligence unknown to any but the operators themselves .- Albany Argus.

> > Brady's Bend Iron Works .- The Pittsthese extensive works:

These magnificent works, we are happy to learn, are now in most successful operation. There are two coke furnaces in blast, making fore. It is clear that to reap this just ad- a regular yield of 80 tons each per week.—
vance, it is vital to the producer that he Two more furnaces are nearly completed, inshould have timely information of the fortended either for charcoal or coke, for which tended either for charcoal or coke, for which 100,000 bushels of charcoal is prepared and ready, and contracts made for 300,000 bushels more.

> Their rolling mill is also in full operation, working 16 furnace fires, and making 100

> The company have lately furnished 3,600 1000 tons more are now negotiating. They have also a contract for 1,700 tons for these works to western Pennsylvania. They Messrs. Pray, Waterston and Co., we believe, are principals.

> Of course. Bostonians are thar, but why not Philadelphians? Can any one tell us? Perhaps it is not yet known in Philadelphia that there is good ore and coal in the mountains of Pennsylvania:

> The Burnt Aqueduct Rebuilt .- We are gratified at being able to state, says the Pittsburgh Gazette, that the burnt aqueduct on the

Huntington, Oct. 10, 1845 .- The water independent route, leading directly to Boston els, the magnitude of the daily transactions was put into the aqueduct yesterday afternoon. through west Roxbury, Jamaica Plain and can be somewhat appreciated, and therefore, Several light boats have passed through; the Brookline; and in order to test the feelings the advantage that will insure to the produ- levels are yet low, but by to-morrow (Friday) of the meeting upon this proposition, Mr. J. cer by gaining three days in his knowledge inorning, loaded boats will pass. I have no N. Brewer, of Roxbury, offered the following of a great change in market. fears but it will answer the purpose for this Yours, &c.

	AME	RICA		TE W		ND CAN						
	STATE WORKS.	Lengt in mile		t. Ince	1843. ome. Expen	d. Income.	44. Expen	The 13 to	State Can 17 feet wie	nals are all 4 fe de, and 80 to 9	et deep, and 0 feet in leng	the locks
. Y	IBlack river canal	. 35	1,524	,907				Th	e six mil	llions paid t	o the canal	fund fro
16	2 Cayuga and Seneca	. 21	237	000 10	5,557 10,95	3 24,618	14,443	aucti	on and s	salt duties a	re not incl	uded in t
**	3 Champlain canal	. 64	1,251	604 10:	2,308	.] 116,733		estim	ate of co	ost. The G	enesee vall	ev and 1
66	4 Chemung	. 23	681	600 8	3,140 14,48	6 14,38	12,740	Black	river ca	anals requir	e large sur	ns for the
**	5 Chenango	. 97	2,420,	000 10	5,195 15,96	7 22,179	15,960	comp	letion, the	e interest of	which add	itional st
"	6 Crooked lake	. 8		777	461 3,67		3.951	is mu	ich greate	er than the e	stimated or	nee incom
44	7 Erie—enlargement of	. 363			,316			of the	ese canal	ls when fini	shed Th	e sums
11	8 Genessee valley		3,739,		,			quire	d to com	plete these to	uo canale a	re \$2.00
	9 52 miles opened, cost \$1,500,000				292 13,81	9 19,641	15.557	000 a	nd \$600	,000, making	their total	coet wh
	10 Oneida lake	. 6		000	225 2,23			finish	ed \$5.555	3,000 and #2	409 000 - 5	i cost wi
	11 Oswego				,147 22,74		28 599	ture i	naurrod 4	on estimated	incomes (ndmitted
a.	12 Beaver division canal.	25			,111, 22,11	1 -00	5 386	he lih	oral) of	\$39,000 and	eta ones (a	enective
	13 Delaware canal						22,870					
	14 French creek.					100,210	25,010		e total re	eccipts from	the works of	of Penns
	15 Seneca river towing path					381		vania	for 1843	3 were \$1,0	19,401; for	1844 \$
	16 Columbia railroad						205,067			he cost about		
	17 Eastern division	857				170 701	199 015	Th	e receipts	s for 1844 w	ere as follo	ws:
- 1	Lo Luniota canal	36				1 19, 181	138,915	Cana	tolls,		-	578,4
1	18 Juniata canal	. 93				1	1210010	Railr	oad tolls.			252,8
- 1	19 Portage railroad	361	1,828,	461		351,102	248,943	Motiv	e power,			319,5
- 1	20 Western division canal	. 105						Truck	re power,	,		13,4
	21 North branch Susquehannah canal	. 73				101 040	57 622	of web	ich #505	,922 is from	118 miles	of railro
14	22 West " " " "	. 72				101,949	37,000	and C	578 404 4	from 550 mi	lee of cana	1
io :	23 Hocking canal	. 56	975,	130 4	,757	5,286			010,101	from 550 mi	o Gi Calla	
.	Miami canal	. 85	1,660,		640 38,82	77,844	22,341	The	canals	of Ohio are	supported	by a p
	25 Miami extension	. 105	2,856,		,291			perty	tax of 5	mills on th	ne dollar.	There
	26 Miami northern division	35	322,			C-11	1	15:3.5 IT	nies of ca	anal in the S	state which	vielded
6 1	27 Muskingum	91	1,627,		.167	00 00	1 15 034	1843	\$471,623	3, and in 18	44 \$515,39	3, the co
1	28 Ohio	334	4,600,		,754 123,39		119 310	HSL Ja	n. 43 be	ing \$15.577.	233. The	1ncrease
	29 Wabash	91					1001=	41 01	'er '43 18	ODIV 3845.44	u, mough t	ne vear
	30 Walhonding.	91	3,028,		922 6,40		1 090	has e	chibited 2	a greater in	crease thro	ughout
	Western road	25	607,5 255,6		838 39,00			count	ry than e	ever before k	mown.	
d. :	of western road	. 31			,254 1,78	1	4,040	Th	000 91 m	illions on s	under work	bloiv a
	32 Sundry works		. 11,000,	000					ese 21 in		unuiy work	is yield
11.	3 Maume canal										ilde' above	G nor co
	34 Sundry works.		10,000,0				00 430	1 11	- the cal	railroad yie	has above	o per cer
(5 Central railroad	110			,987 75,96	211,170	89,420	and I	s the only	y State work	tand alana	canal c
1	Southern railroad	. 68	936,	2951 24	064 7,90	00,341	10,000	repte	u-which	h is able to s	tand alone.	
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	CANALS.	in	Cost.	In	come.	er Inc	ome.	per	stock.	R	REMARKS.	
		miles.	·	Gross		ent. Gross.	Nett.	cent.	BLOCK.			
1	Blackstone											
1	Bald Eagle Navigation	25	400.0	000								
1												
	Beaver and Sandy (part)		1,000,0	000							perhaps, at s	
	Beaver and Sandy (part)		1,000,0	000				1	ti	ime be enabl	led to give t	
	Beaver and Sandy (part)		1,000,0	000 170 47.63	37				ti	ime be enabl ars of all the	led to give tese canals.	he partic
	Beaver and Sandy, (part)	184	1,000,0	000 170 47.63	37				la	ime be enabl ars of all the The Chesa	led to give to ese canals, peake and	the partic Ohio car
	Beaver and Sandy, (part)	184 12	1,000,0 12,370,4 300,0	170 47,63	37				la	ime be enabl ars of all the	led to give to ese canals, peake and	the partic Ohio car
	Beaver and Sandy, (part)	184 12 13	1,000,0 12,370,4 300,0	170 47,63	37				26 is	ime be enabl ars of all the The Chesa	led to give to ese canals, peake and to empleted to	the particological controls the control the controls the control the controls the control the controls the control the
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill.	184 12 13 108	1,000,0 12,370,4 300,0 3,500.0	000 170 47,63 000 279.79	5 102,221	190,69	3 120,624		26 is	ime be enabl ars of all the The Chesa s not yet co	led to give to ese canals. peake and to ompleted to its triffing	the particological control can be control control can be control can be control can be control can be control.
	Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington.	184 12 13 108	1,000,0 12,370,4 300,0 3,500,0	000 170 47,63 000 279,79	5 102,221	190,69	3 120,624		26 is m	ime be enablars of all the The Chesas s not yet conines, hence	led to give to ese canals. peake and to mpleted to its triffing to ement of the	Ohio can o the coincome. ne Schu
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa.	184 12 13 108	1,000,0 12,370,4 300,0 3,500,0	000 170 47,63 000 000 279,79	5 102,221	190,693	3 120,624		26 is m	ime be enablars of all the The Chesa on yet conines, hence The enlargill canal has	led to give to ese canals. peake and to impleted to its triffing to ement of the been communication.	Ohio can o the co income. ne Schu menced.
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex	184 12 13 108	1,000,0 12,370,4 300,0 3,500,0	000 170 47,63 000 279,79	5 102,221	190,693	3 120,624		26 is m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the coincome. ne Schumenced.
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit.	184 12 13 108	1,000,0 12,370,4 300,0 3,500,0	000 170 47,63 000 279,79	5 102,221	190,693	3 120,624		26 is m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the coincome. ne Schumenced.
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan	184 12 13 108 	1,000,0 12,370,4 300,0 3,500,0 200,0 2,900,0	000 170 47,63 000 279,79 000 99,62	5 102,221	190,693	3 120,624		26 is 31 m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the coincome. ne Schumenced.
	Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit Delaware and Raritan Southwark	184 12 13 108 10 43	1,000,0 12,370,4 300,0 3,500,0 2,900,0 2,900,0 300,0	000	5 102,221	190,693	3 120,624 84,455		26 is 31 m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the co income. ne Schu menced.
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water.	184 12 13 108 10 43	1,000,0 12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0	170 47,63 000 279,79 000 99,62	5 102,221	190,693	3 120,624 84,455		26 is 31 m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the co income. ne Schu menced.
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	184 12 13 108 10 43	1,000,0 12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0	000	5 102,221	190,693	3 120,624 84,455		26 is 31 m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the co income. ne Schu menced.
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	184 12 13 108 10 43	1,000,0 12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0	170 47,63 170 47,63 1000 279,79 1000 99,62 1000 99,62	5 102,221	190,693	3 120,624 84,455		26 is 31 m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the coincome. ne Schumenced.
	Beaver and Sandy, (part) Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	184 12 13 108 10 43 45 80	1,000,0 12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0 2,000,0	170 47,63 170 47,63 1000 279,79 1000 99,62 1000 99,62	5 102,221	190,693	3 120,624 84,455		26 is 31 m	ime be enablars of all the The Chesa of not yet conines, hence The enlargill canal has The Morris	led to give these canals. peake and to ompleted to its trifling the ement of the been common canal was	Ohio can o the coincome. ne Schumenced.
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	184 12 13 108 10 43 45 80 101	12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0 1,000,0	170 47,63 100 279,75 100 279,75 100 99,62 100 100 100 100 100 100 100 100 100 100	5 102,221	190,693	84,455		26 is m ki	ime be enablars of all the The Chesa s not yet conines, hence The enlarg ill canal has The Morrisor one milliof its cost.	led to give to see canals, see canals, ompleted to its trifling tement of the been common seement of the seemen	Ohio can o the co income. ne Schu menced. slately si re-fourth
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	184 12 13 108 10 43 45 80	12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0 1,000,0	170 47,63 100 279,75 100 279,75 100 99,62 100 100 100 100 100 100 100 100 100 100	5 102,221	190,693	81,455	t canal.	26 is 31 m kd	ime be enablars of all the The Chesa s not yet conines, hence The enlarg ill canal has The Morrisor one milliof its cost.	led to give to see canals. see canals. peake and to mpleted to its trifling tement of the been common seems of the been common, about on his canal was on, about on his canal was on, about on his canal was on, about on	Ohio care o the co income. ne Schu menced. e lately see-fourth
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	Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water Union Morris. Dismal Swamp	184 12 13 108 10 43 45 80 101	12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,900,0 1,000,0	000	5 102,221	190,693	84,455 Width o	t canal.	26 is m ki	ime be enablars of all the The Chesa s not yet comines, hence The enlarg ill canal has The Morrisor one milliof its cost. Expended to Sept. 1843.	led to give to see canals. see canals. peake and to mpleted to its trifling tement of the been common seems on, about on home to the common seems and was on, about on home tributes the common seems to the	Ohio can o the co income. ne Schu menced. slately see-fourth
- Lai	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS.	184 12 13 108 10 43 45 80 101	12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,000,0 1,000,0	000	5 102,221	131,491	84,455 Width o' Bottom. s	t canal. Surface	26 is m ki	ime be enablars of all the The Chesa s not yet conines, hence The enlarg ill canal has The Morrisor one milliof its cost.	led to give to see canals. see canals. peake and to ompleted to its trifling ement of the been common seems on, about on 1843.	Ohio can o the co income. ne Schu menced. slately see-fourth
Tair	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. A trunk from Port Colborne to Port Dalhousi	184 12 13 108 10 43 45 80 101	12,370,4 300,0 3,500,0 2,900,0 2,900,0 2,000,0 1,000,0 No. of Lollocks. in	000	5 102,221	190,693 131,499 Depth on mitre sill. feet. 8 1-2	84,455 Width o' Bottom, s feet. 45	t canal. Surface feet. 81	26 is m ki	ime be enablars of all the The Chesa s not yet comines, hence The enlarg ill canal has The Morrisor one milliof its cost. Expended to Sept. 1843.	led to give to see canals. see canals. peake and to ompleted to its trifling ement of the been common seems on, about on 1843.	Ohio can o the co income. ne Schu menced. slately see-fourth
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Iair unc roa alo	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. a trunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland Fire St. Lawrence canal. ps and Port Cardinal	184 12 13 108 10 43 45 80 101 Length in miles.	12,370,4 300,0 3,500,0 2,900,0 3,000,0 2,900,0 1,000,0 1,000,0 1 1 1 2	000	Size of legth of Width feet. feet. 50 26 1-50 26 1-50 45	190,693 131,491 Depth on mitre sill. feet. 8 1-2 8 1-2 9	Width of Bottom. (s	t canal. Surface feet. 81 71 85	26 is m ki	ime be enablars of all the The Chesa s not yet conines, hence The enlarg ill canal has The Morrisor one milliof its cost. Expended to Sept. 1843. 72 2,485,572	led to give to see canals. see canals. peake and to ompleted to its trifling ement of the been common seems on, about on 1843.	Ohio care o the co income. ne Schu menced. e lately see-fourth
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	1	Lengt		Loans	Number			343.	Div.	. 18	44.	Div.	Previ-	SAL Week e	
J.	RAILROADS.	in miles	Cost.	and debts.	of	on har e	Inc	ome.	per cent.	Inco	me. Nett.	per cent.	ous	Sept	Sales
Me.	1 Portland, Saco and Portsmouth	50	-	debis.	suares.	nai e	89,997	1		131,404			1014	Dast	1
N. H.	2 Concord	35										12	65		
Mass.	3 Boston and Maine	56	1,485,461				178,745	68,499	. 6	233,101	86,401	61	111		
46	4 Boston and Maine extension		4 455,703			• • • •	097 215	144 000	8	216 000	147 615	8	118		
66	5 Boston and Lowell	26 41	1,886,135	none.	18 600	100	233 388	144,000		316,909 282,701			111		
66	7 Boston and Worcester	44	2.914.078	3			40,141	162,000	6		195,163		1161		
61	8 Berkshire	21	250,000	not stated				17,500	7	17,737					
66	9 Charlestown branch						oro ren	140 505	13		13,971		80 107±		1071
"	10 Eastern	54 50		justopn'd		• • • •	279,563	140,595	6	42,759	227,920 26,835	0	119		
66	12 Nashua and Lowell	14 1	-2 380.000	ustophu			84.079		8	94,588			126		
66	13 New Bedford and Taunton		430.96	2		1		24,000	6	64,998		6	102		
66	14 Northampton and Springfield		172,88	unfin.				04.00		200 004	00.464				
66	15 Norwich and Worcester	66	2,290,000				162,330	24,871	• • • • •	230,074	99,464	3	105		
66	17 Stoughton branch	4	63,073	unfin.								1			
- 66	18 Taunton branch	11	250,000					20,000	8	96,687	20,000	8	120		
	19 Vermont and Massachusetts	****													
	20 West Stockbridge	156	7 686 906	4,686,202	30,000	100	573 889	984 439	••••	753 753	430 670	3	981		978
66	22 Worcester branch to Milbury	1.50	8,43					204,452		133,133	400,070		305		3/3
66	23 Housatonic, (10 months,)	74	1.244.123	3						150,000			26		33
Con	24 Hartford and New Haven	38	1,100,000	100,000	10.000	100						6	93		
	25 Hartford and Springfield		-2 600,000		2,000	100	112 000		• • • •	154 504	PO 045	• • • •	90		
1	26 Stonington, (year ending 1st Sept.,) 27 Attica and Buffalo	48	2,600,000 336,211		13,000	100	45,889	7,522		73 949	48 033	0	29		32
66	28 Auburn and Rochester	78		200,000	14 000	100	189,693	112,000		237.667	152.007	6	109		103
	29 Auburn and Syracuse	26	766.65			1331	86.291	27.334		96,738	52,544	6	116		
	Bo Buffalo and Niagara	22	200,000		1,500	:							100		
66	31 Erie, (446 miles,)		5,000,000									• • • •	271		31#
	32 Erie, òpened	53 26	2 250 000	250,000				48,000					61		621
"	Hudson and Berkshire	31	575,613	750,000	30,000	50				35,029	1,789		117		024
66	35 Long Island	96	1,610,221		29,846					153,456			614		651
	36 Mohawk and Hudson	17	1,317,893	400,000	10,000	100	69,948	58,780					564		
	37 Saratoga and Schenectady	22	303,658				42,242	3,000	1	34,666				• • • • • • • • • • • • • • • • • • • •	
44	38 Schenectady and Troy	20 1- 53		none.	16,000	601	163 701	79 000	• • • •	32,646			117		
46	10 Tonnawanda.	43	727 339	none.	10,000	025	76 227	12,000		11 177	75,865	5			
46	Troy and Greenbush	6	180,000										90 .		
46	12 Troy and Saratoga	25	475.801				44.325	21,000		38.502	9,971	21			
". N. J.	13 Utica and Schenectady	78 61	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132		
£€ .	11 Camden and Amboy	26	500,000				002,002	100,000		104,191	404,950		112		
66	16 New Jersey	34	2.000,000										951		
66	17 Paterson	. 16	500,000									6	881		
	8 Beaver Meadow	26	1,000,000												
17	19 Cumberland Valley* 10 Harrisburg and Lancaster*	46 36	1,250,000				• • • • • • • •	• • • • • • • • • • • • • • • • • • • •	• • • •	• • • • • • • • • • • • • • • • • • • •	•••••	• • • •	20		
66	61 Hazleton branch	10	120,000			• • • •			••••	• • • • • • • •	•••••	• • • •	30	• • • • • • • • • • • • • • • • • • • •	
16	Little Schuylkill		900,000												
66 5	3 Blossburg and Corning	40	600,000												
66	Mauch Chunk	9	100.000												
4	55 Minehill and Schuylkill Haven 66 Norristown	19 1-	2 396,117	25,000	7,019	50	••••••		12		•••••	12	80		
60	7 Philadelphia and Trenton	30	400,000									• • • •	104		
86	8 Pottsville and Danville		2 1.500.000												
66	9 Reading	94	9.457.570	7.447.570	40,200	50				97.613	3 . 511		25		241
"	So Schuylkill valley* Sol Williamsport and Elmira	10	1,000,000				00.000		• • • •			••••	• • • • • • •		
"	2 Philadelphia and Baltimore	25 93	4 400,000				43,042	200 000			210,000	••••	151		15.5
Del.	Frenchtown	16	600,000				40,040	200,000			210,000		101		15
Md.	64 Baltimore and Ohio, (1st Oct.)	188	-17.623.600				575,235	279,402		658,620	346.946		481		
33	55 Baltimore and Susquehanna.	58	-13.000.000					71,691					2		
Va.	66 Baltimore and Washington	38 18	1,800,000	29 544	0.000	100	177,227	71,691	• • • • •	212,129	104,529				
66	S Petersburg	63	969,880	63,000	2,000	100	• • • • • • • •			199 871	70 808			• • • • • • • • • • • • • • • • • • • •	
66	69 Portsmouth and Roanoke	78 1	2 1,454,171	00,000	7,050	100				122,071	12,000	3			
66	(Richmond, Fredericksb'g and Potomac*	76	800,000							1185 243	85.688	6			
66	71 Richmond and Petersburg	99 1.	.21 700 000												
LC	Winches er and Potomac* Raleigh and Gaston	32	500,000		• • • • • • •		• • • • • • • • • • • • • • • • • • • •		• • • • •			• • • •	•••••		••••
	74 Wilmington and Raleigh*	161	1.800,000				• • • • • • •		• • • • •		•••••	• • • •		• • • • • • •	••••
. C.	7. South Carolina	136	E C#1 AF2		94 4-0	-				532.871	140.196	5			
"	76 Columbia	CC	5,671,452		34,410	75	201,464	77,456		328,425	180,704				
Ga.	77 Central	190	3,000,000	500,000	22,500	100	227,532	93,190		248,096	147,523				
	76 Georgia	147 1	2 2,650,000	100 000			248,026	158,207	• • • •	95.000	15.000				
Kv.	CLexington and Ohio.	40	450,000	170,000		100	• • • • • • • • • • • • • • • • • • • •		• • • • •	35,000	15,000	• • • •			
Ohio i	Sil Little Miami	40	4(8)188	7			1					100			1
66	S: Viad river	40	152 00					1	1						1
	Madican and Indiananti.	56	212,000												
Ind.	84 Madison and Indianapolis	90	~ ~ ~ , ~ ~ ~									1000			

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

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Thursday, November 6, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 20,094 09 tons, and by canal 10,500 00, making 30,677 17 tons for the

From Pottsville and Port Carbon—total. From Schuylkill Haven—total. From Port Clinton—total.	337.502
Total by railroad	688,158
From Pottsville and Port Carbon—total From Schuylkill Haven—total tons From Port Clinton	39,293
Total by canal	221,420

Total by railroad and canal.....909,578 LEHIGH COAL TRADE. Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, -163.427 -225,938 Room run do., 62,511-Beaver Meadow railroad and coal co.,

From Penn Haven-Hazleton coal co.

From Rock Port-Buck Mountain coal co

68.549

21011 11001 1011 2401 11204111111 0041 001, 10,0 10
374.996
WYOMING COAL TRADE—total151,745
PINE GROVE COAL TRADE.—total38.809
MINEHILL AND SCHUYLKILL HAVEN RAILROAD-
total tons
Mount Carbon Railroad—total tons221,815

MILL CREEK RAILROAD-total.... -total . . . SCHUYLKILL VALLEY RAILROAD-...93.853 [Miners' Journal. WESTERN RAILROAD.—Receipts for week ending

Oct. 19th.			
	1845.	1844.	
Passengers	. \$6.629	\$6,320	
Freight, etc		11,294	
Total	.\$19,100	\$17,614	
Net gain this week		1.486	
Net gain previously since	Jan. '45.	39,644	
Total gain	-	: 41 130	

READING RAILROAD. A comparative statement of the business of the Philadelphia and Reading rail-road, for the week ending October 25th, 1845, as compared with the corresponding week last year.

Coal tons.

Week ending Oct. 25, 1844..\$18,129 34.13,534 02

" 25, 1845.. 27,868 00.19,355 10

Earnings of the eastern division of the New York and Erie railroad for the month of Oct., 1845, were

From passengers and mail	6,709 07
Total	15,621 65
Increase	

Railroad Winter Freight .- The several railroad companies have agreed upon the price of freight from Buffalo to Albany through the winter. The following are the rates from the principal points, including

1				Flou	ir bbl	. Por	K OC	Beet	cwt
1	From	Buffalo to A	lbany		115	cts		66	cts
1	From	Rochester to	44		88	"		50	44
1	From	Auburn to	"		61	66		35	66
1	From	Syracuse to	66						
		Utica to							

Those rates are much lower than last year.

construction by the Eastern railroad company) is progressing rapidly, and that it will in all probability be completed by the 1st of July next.

Cheshire Railroad .- The Claremont Eagle states that a meeting was held in that town on Monday, and \$57,000 subscribed to the capital stock of Ches

The Great Western Railroad .- We learn that Mr. Commissioner Ewart has returned from London, and reports that the entire stock of the Great Western railroad has been subscribed for in London, and the first instalment paid. The stock was above par at Hamilton.

is in accordance with information received by us a Railway, Steamboat, Canal Packet and Stage Coach some days since, and we trust it may prove true, as ADVERTISER, OF DIRECTORY, in connection with the we deem the early construction of a railroad across Railroad Journal. It appears to us that a sheet of the peninsula of great importance to this city and this kind, in which the traveller will find a notice to the northwestern states.

his opinions therefore will be esteemed good authority in this matter; especially as they were formed and committed to paper at an early period and placed in the hands of an eminent gentleman in Canada as early as the year 1837, and given to the publates of the 18th, and Liverpool of the 19th ult. tire confidence in their correctness.

Those who know Mr. Casey, will place much matters. confidence in his judgment and entire confidence in cating and constructing works of this kind, as to and Warwickshire, and some even from Wales .al or local interest. So high, indeed, is our estimate lowing: of his judgment and opinion, that we always feel

that he has not underrated the evils which will be arguments, a most successful example.

The Press.

We desire to acknowledge in a proper manner, the courtesy and liberality of the conductors of the press, and especially those whose papers we receive in exchange for the Journal.

For several years after the commencement of this Journal, its course was onward-onward-with a smooth track-few curves and no heavy gradesbut a change came over the whole scene, and the Merchandize, manufactures, poultry, leather etc. Railroad Journal was thrown once entirely from the at about the same rates per cwt. as pork and beef. track; and lay for several months out of service, it was however repaired and put again to service, but Gloucester Railroad .- We understand that the rail-the injury received by its mishap and other causes, toad from Beverly to Gloucester (now in process of too well understood to require to be named, seemed still to prevent it from "keeping up to time," which, in railroad matters, is of all things most disastrons; another change, however, we are gratified to be able to say, is now taking place, and the Railroad Journal begins sensibly to feel its influences—and for hire railroad, upon the condition that it runs through this favorable change we are much indebted to the Claremont, to unite with the Central road at Chase's courtesy and liberality of the conductors of the press, who have so generally and so kindly inserted our recent circular, and called the attention of those to it who are interested in railroad matters.

We are calling now upon ALL the railroad companies in the Union, as companies, to sustain the Journal by advertising in it, as they do in the news-The above paragraph from the Hamilton Gazette papers-and thus enable us to present to travellers, of the mode, and the hour, of leaving, and the rates We publish in this number an able communica- of farc between each important point in the country, tion from W. R. Casey, Esq., C. E., in relation to will be found exceedingly convenient to all; and it this work. Mr. Casey is a gentleman of science is our intention, if we meet with suitable encourand experience in his profession; of mature judg- agement from the railroad companies, in reply to our ment and a close observer of men and things; ex- recent circular to them, to publish such a sheet in ceedingly cautious in expressing opinions until he connection with the Railroad Journal, and while we has thoroughly investigated and maturely consider- make our profound acknowledgements for past cied the subject in all its bearings; when he is frank vilities and kindness towards the Railroad Journal and fearless in their expression and clear and forci- generally, and ourselves especially, we venture to ble in argument in their support, yet always candid solicit a favorable recommendation of this appenand courteous to though severe upon, an opponent; dage to the Journal and especially that the attention of Railroad Companies, Steamboat managers, Canal Packet owners and Stage proprietors be called to it.

Late European News.

The Caledonia has arrived, bringing London lic in the April number of this Journal in 1840 and We have our regular files of the Railway and Minow, after more than eight years, reiterated with en- ning journals, to the 18th inclusive, from which we learn that the movement is still onward in railroad

The iron trade is unusually brisk and prices were the candor and integrity of his opinions, indeed advancing. The meeting in Birmingham on the those who know him best are fully aware that the 9th October, was attended by gentlemen from nearhonor of his profession and the importance of so lo- ly all the iron works of Staffordshire, Shropshire afford the greatest possible benefit to the greatest Much interest was excited and after very little denumber, for the least amount of expenditure, always bate an advance of £1 per ton was decided on. In takes precedence of his own or any other individu- the Mining Journal of the 18th, we find the fol-

"English iron continues in extensive demand, but without any alterations from the quotations in last week's Mining Journal. Several large transactions mnd them sustained by his. He was the first to come out against the entire system of government works here as well as in Canada. Time has fully coroborated the accuracy of his views as regards the state of New York and we fear that a very few years will only too truly prove that he has not underrated the evils which will be week's Mining Journal. Several large transactions have taken place in railway iron, and makers are now asking £12 and upwards. Scotch pig iron is not so good; sellers at 92s, 6d. cash. Welsh and Staffordshire pig iron has been delt largely in at higher rates. Foreign iron is more inquired for, but holders are not disposed to sell at present, extended to the evils which will be

We find several articles of interest which we are entailed on the province by their neglect of his ad-obliged to omit until our next, as we have already monitions enforced as they were, by that best of all more in type than we have room for; they will not lose their interest however, by a week's delay.

Locomotives Wanted.

We find in the London Railway Record, of October 15th, the following statement, viz:

The London and Birmingham company advertise that they are "desirous of contracting for delivery, on the railway, at the earliest possible period, of *twenty* passenger, and *ten* freight engines, of the greatest power that may advantageously be employed, being not less than 1,000 square feet of evaporating surface.'

Here is a fine opportunity for our friends at Patterson, Philadelphia and Newcastle, to show their skill.

Georgia Railroad.

The information in the advertisement of the Georgia and the Western and Atlantic railroads which will be found in this number of the Journal, will be very acceptable to travellers who desire to pass through that region. It now behoves those in- do before she gets ready to compete, at Pittsfield, terested in the Central road, the Monroe, Georgia for it. and the Montgomery and West Point, Alabama railroads, to urge on the repair and completion of Falls line? the road from Macon to Atlanta, in order to avail For the American Railroad Journal. themselves of the advantages of a connection with the State road towards the Tennessee river, and the Georgia road to Augusta and Charleston; and also those interested in the roads from Charleston to Atlanta, as well as from Savannah to Macon, will find that short and only remaining link, from Griffin on the Monroe road, to West Point, a distance, if we recollect, of about 65 miles-yet to be constructed, but not yet commenced—to open a steam communication, by railroads and steamboats between Bangor in Maine and New Orleans.

That much abused road, "the Monroe"-which felt under the auctioneers hammer, a few months since, together with its other leg, by which a conplay a very important part as a connecting link between four other important roads, viz: between the road from Charleston to Atlanta, and the road from West Point to Montgomery, and eventually to Mobile; and also between the Central road, from Savannah to Macon, and the West Point and Montgomery road, and also with the Western and Atlantic road, from Atlanta to the Tennessee river, and at no distant day to Nashville and the Mississippi river at some point. Thus it will be seen that the "Monroe, Georgia, railroad," which has probably received more curses than its unfortunate share-holders received coppers from it, is about to become one of the most important and useful, and we hope profitable roads in the country. Let its owners complete it in the most substantial, and manage it in the best possible manner; by which they will it is an attempt to bring forward the more merit, and insure a liberal return for their investment. They now have every inducement to ex- offered by this route to the city of New York, ert themselves to complete these connections, so de- and some of the most flourishing parts of sirable not only to the travelling and business com- the west. It does not dwell on the beneficial munity, but also to those interested in the railroads effect the road must have on the general now in use, who have, for so many years struggled prosperity of the province—and especially to complete their noble works.

We have often telt called upon to commend the efforts of the people of Georgia to the notice, and nent residents of the country-but it investiimitation of the people of other states; and it now gates the claims of the Great Western railaffords us much real pleasure to congratulate them way to rank as an important link in the best though now a secondary consideration, may, ere upon their success, and the near approach of their chain of communication between the west long, rival the through trade in importance. It is works to completion. We hope to be better ac- and the waters of the St. Lawrence and the with these great and, as I believe, irresistible advanquainted with them before another summer.

Pittsfield and North Adams Railroad.

has been appointed engineer of this road, which is road. By the former it will receive travel- If we suppose the western travel to go via Buffa-

setts-about 20 miles-and ultimately to Williamstown, Bennington, Whitehall and north to Burlington Vermont. If this first link shall be made, and we presume it will be, as they are not in the habit, in Massachusetts, of commencing an enterprize of this kind until they have counted the costthe entire chain will be sure to be completed, thus securing an important feeder to the Western railroad; and, what is of far greater importance to the people of Vermont, giving them, when at Pittsfield, a choice of the Boston or New York markets, at about the same distance, by the Housatonic or the Albany -that is to be-railroad, or by the Western and Worcester roads.

Boston has now decidedly the advantage over New York, in this matter-having a first rate road

How is this to effect the Rutland and Bellows

Some Remark

On the Great Western Railroad, C. W. By W. R. CASEY, C. E.

As this project is now receiving the attention its it for their interest to aid in the early construction of unless defeated by local jealousies or interests, some Journal (April 1840) quoted and condensed from "an unpublished memoir written in 1837, in which year a copy was given to the Hon. John Hamilton derstand the grounds on which I stated (Mem. 1837): of Queenston, U. C." There are at this moment in view-the diversion of the travel from lake Erie nection is to be formed with the Montgomery road to a railway across the Canadian peninsula to Deand steamboats on the Alabama river—is yet to troit. These are the Niagara and Detroit rivers company. I had been assured that a compromise had been effected and that the road would have two termini at the east-Hamilton on Ontario and Buffalo on lake Erie-but as this appears to be incorrect, a discussion of the comparative merits of the rival lines will necessarily take place. During the last eight years I have bestowed much attention on this greatest of all engineering works yet projected in Canada and time has only served to confirm the opinions committed to paper in 1837. It was then observed:

"The aim of this paper, is to place in their true light the objects and advantages of the Great Western railway. It does not profess to embrace all the merits of the question, but prominent and the very peculiar advantages on that part through which it will pass, for this is much better understood by the perma-Hudson.

We are informed that Frederick Harback, esq., the grand feeders of the Great Western rail-feeder"-the Hudson. to extend from Pittsfield to North Adams Massachu-lers and emigrants from both provinces, as lo to Detroit and that a branch be made to Hamilton

well as from the northern parts of New York and of the eastern states embarking on the St. Lawrence and on lake Ontario; by the latter, travellers and emigrants from all parts of the world, by the way of New York.—Now, it is obvious that the Western railroad is the best possible route for the former, and it remains to be shown, that it offers the quickest, easiest, cheapest and earliest route to the country west of Sandusky for all travellers by the Hudson, whether they take the direct route across Ontario, or continue on the New York railroads to the Falls."

Now as one line has its eastern terminus at Bertie opposite Buffalo on the waters of lake Erie, 222 ready for it-whereas New York has much yet to miles from Detroit, and as the other has its eastern terminus on the waters of lake Ontario 200 miles from Detroit, it is obvious that there cannot even be an attempt at rivalry for the trade and travel of the latter inland sea. Independently of the above difference in distance, the line terminating at Buffalo must be extended to Ontario which would make it nearly 50 miles longer than the line via Hamilton. But the Canadians have comparatively little trade on lake Erie; it is true that considerable quantities importance merits with every prospect of success, of American produce pass from one lake to the other in British vessels, but the actual trade of the provremarks on its peculiar advantages may not be ince is principally confined to lake Ontario and will without interest to the readers of the Journal. A probably remain so, as there are no important placommunication on this subject appeared in this ces above the Falls; should any such arise, they will assuredly be on or near railways to Ontario .-With this brief but general view the reader will un-

"In comparing the routes by Bertie and two companies having substantially the same end Hamilton they have been considered only as valuable to travellers by the St. Lawrence and Hudson rivers, and even in this point of view, the superiority of the latter is evident, railroad company and the Great Western railroad but it would be preposterous to overlook the vast advantages which a railway through the heart of the peninsula would confer on the province, as compared with the benefits to be derived from a road skirting the northern shore of lake Erie. The route by Bertie sacrifices the shipping of Ontario, opens the least possible extent of country and is anything but Canadian in its objects, though it is readily admitted, that it will find favor with the inhabitants of Buffalo and perhaps with some of the railroad companies to the westward of Syracuse."

To the loss of all Canadian business must be added that of northern New York and New England via Ogdensburg. Should the contemplated railway to the latter place be constructed, there would be another powerful argument in favor of a terminus on Ontario and as near as possible to Detroit. Indeed these are the distinguishing characteristics of the line to Hamilton-it completes the communication by steam from Ontario to Detroit by the shortest route. As regards one of the two "grand feeders" -the St. Lawrence-the Great Western is not only the better line, but the best possible. Then again the way business of the finest part of the province is already considerable, is rapidly increasing and tages in its favor, that the Great Western enters the "These two rivers may be considered as lists to compete for the business of the other "grand

the least favorable supposition for the Great Western line-then will the distance be increased about 23 miles. If we assume that part of the American vidends for the first few years at least, however ultravel will go by Ontario, the point of divergence timately successful: every improvement in steam will be Syracuse and the distance 395 miles via is insignificant; but there are 160 miles less of railway via Hamilton than via Buffalo, hence the latter will be the more economical route and, for some years to come, the more expeditious. A line direct from Rochester via Lockport would connect Rochester and Hamilton by a nearly straight line, and thus reduce the difference in distance of the two routes from Rochester to Detroit, via Buffalo and via Hamilton, to a mere trifle. It is probable also that a line below the ridge or "mountain" would be more productive than one from Buffalo to Hamilton keeping on the upper table.

At the present time, however, it is useless to discuss what might be done; the great question is how can we with the least possible expenditure render a railway across Canada most productive, not some years hence, but as soon as completed? A railway from Hamilton to Detroit would now take the "lion's share" of the western travel if constructed, as it ought to be, so as to average 30 miles per hour, and so as to be adapted to that velocity.

the great lakes, I have endeavored to show the vast strength. importance of the route via lake Ontario to the cities of New York and Boston, giving them as it 1840. does, an earlier communication in the spring with Detroit than can be had by any route to lake Erie, not only through New York but even through Pennsylvania. The extreme variations in the opening of lake Erie, and the early period at which we may confidently depend on the navigation of lake Ontario, present advantages for the transportation of early principal features in the business of the Great Western railroad. It also possesses a minor advantage for American or Canadian ports on the St. Clair river or lake Huron may be shipped at some point on the Thames, as high up as it may be convenient to strike that river and thus the cost of transportation over 50 or 60 miles of railway will be saved; again, descending to lake Ontario, western produce might be carried 140 miles from the waters of St. Clair to the former lake at rates which might occasionally tempt from the present cheap but circuitous route Engineers in this country. via the Detroit river, lake Erie and the Welland

We may compare the merits of the rival lines in another manner. Instead of considering the Hudson and the St. Lawrence as the "grand feeders," we will divide the sources of business thus:

- 1. The travel and trade of Canada.
- 2. The travel and trade of New England, via lake Champlain and Ogdensburg, of that part of New York near the waters of Ontario and the St. Lawrence as well as all light and valuable early and late freight from New York and Boston for a rich district of the western states.
- 3. The present western travel taking the Albany and Buffalo line to the eastward of Syracuse.

Now suppose both lines in operation: then the Great Western being sure of the two first can compete forthe third under such advantageous circumstances as will certainly enable it to divert a large portion at Syracuse.

obliged to carry at such tow rates as to prevent dinavigation renders the boats of Erie more formida-Hamilton, against 400 via Buffalo. This difference ble rivals to both lines, but these same improvements on Ontario directly aid the Great Western in competing with the route via Buffalo either by lake or railroad to Detroit. In fact the latter line of railway has to compete with both lakes: the Great Western, on the contrary, derives much of its importance from the position of lake Ontario with a navigation almost uninterrupted and certainly always free during the entire season of business and

However opinions may differ on certain points, it is notorious, that the Niagara and Detroit rivers railroad "opens the least possible extent of country and is anything but Canadian in its objects" and that it does not accommodate the travel of a large portion of New England and New York. The Great Western is Canadian, offers the greatest facilities to the business of the northern districts of growing subject of the day, railroads. New York and New England, avails itself fully of the peculiar advantages of Ontario and, thus prepared for the struggle for the other part of the western travel, throws the gauntlet to the superb steamer In the paper on the Great Western railroad and of Erie, a more formidable foe than most persons should be adopted with great caution on passenger subsequently in another on the "spring trade" via imagine and one who has never yet put forth his trains-though it may be introduced on slow freight

I conclude with another extract from the Journal

will be shorter than any other—the easiest, be gratified to know that the cause will be as much because the night will be passed in steamthe western part of Erie open long before road by the same gentleman. However long its completion the eastern. freight which will ultimately become one of the may be delayed, it will, when completed, become, at once, the great western thoroughfare, for its advantages over any other route which may be briefly alluded to; freight destined which can be projected, are owing to natural themselves of the advantage of his experience. causes which no competition can affect."

Engineers' Club.

The following extract from a letter received at our pigeon holes, we therefore give it a place in the Journal, in the hope that it may be useful to the cause: and that it may induce action in favor of the early formation of an Institution of Civil

The project was spoken of, and movements made in relation to it, several years since; but at that time the members of the profession were too busy to devote their time, and since the revulsion, they have had too little to do, to feel any interest in such a society, consequently nothing has been done. But now, when a brighter day is dawning upon us, which will, we hope, light every member of the profession to active and profitable employment, is the an institution, where may be collected and preserved full, or partial, but accurate accounts, or descriptions of the different works constructed by the profession in this country.

This journal will be always open to those who put forth a hand in furtherance of such a cause—and we now call upon those gentlemen who have heretofore been active, and also upon others, to give us their views upon it.

competing line with the boats of lake Erie may be seeing it again upon an honorable footing; to have onfessed ones self to be an engineer, was almost antamount to a refusal, when employment was sought, and even now, we see important works placed in the hands of incompetent, rather than competent men, because it is supposed by many, that an educated person cannot, in the nature of things, be a practical one.

"As an engineer, I shall be happy to contribute my mite towards the support of your Journal, so far as my humble abilities will admit. There are elements enough in this country to support half a dozen journals well, but so long as we are denied a place among the honorable professions, and consid-ered as we are, by many, as the mere tools of speculative directors; we must be content to let all past experience and history of our internal improve-ments sink into oblivion."

"Very respectfully and truly yours."

Cast Iron Crank Axles for Locomotives.

We are often called upon to yield up some old and generally received opinion-yet we do not always, more than others, yield opinion to experience -by the constant innovations made by original and vigorous minds, called into action by the great and

The following communication, gives important information, which should be known to all interested; yet so closely are we wedded to the opinion that "pot mettle" will break, that we must say it trains with propriety-until it has been thoroughly tested.

We have entire reliance upon the statements "The Great Western railway will offer made in the communication, as we know the parthe cheapest and quickest route, because it ties who have made this experiment, and we shall boats, and the earliest, because Ontario and chilled drivers," introduced first, we believe upon this

> We hope this improvement-if it be one-will be tested on other roads, and we feel assured that Mr. Millholland will cheerfully furnish such details as will enable those desirous to make a trial, to avail

For the American Railroad Journal.

As every improvement that will reduce the cost of transportation on railroads, is of interest to a large his office, has too much truth in it to be hid away in class of the readers of your Journal, I give you the result of an experiment that has been tried on the Baltimore and Susquehanna railroad, and thus far successfully. It is the substitution of a cast iron crank axle, for the wrought or faggoted iron one, on

An engine with a cast iron crank axle has been running regularly on the road since the 15th June last; the greater part of the time with the borthen trains, but for upwards of 7 weeks, with a passenger train. The axle was cast by Mr. J. Watchman of this city, of the best cold blast "Maryland" iron, and weighed before it was turned, 1,150lbs., costing at 6 cents per lb., \$69. The cost of turning was not more than half that of turning for the same entime for efficient movements for the establishment of gine, a wrought iron crank axle, which weighed 1,164 lbs. and cost in the rough, \$291. The cast iron axle is somewhat larger in the journals than the wrought iron, and is heavier in the cranks, although the wrought iron one weighs more in the rough, in consequence of the redundant quantity of iron left on the latter when it comes from the forge, and which is to be taken off by the lathe.

. The locomotive was constructed at Lowell, but has been much improved by alterations made in the Again, the line from Buffalo to Detroit, having since 1840—no profession has suffered anything like on the crank axle, outside of the wheels, and four no connection with Ontario and being merely a the engineering, and I had almost despaired of ever inside; of which the too nearest the wheels carry a

portion of the weight, so that the weight on the jour-sing numbers I wrote for, and three numbers of the railway rage, or mania, as it is termed; but nals outside, is in some measure relieved by the in-present volume. ner bearings. The engine has an additional pair of wheels behind the boiler, so that if any accident wrote me-from July 1810, to January 1846." should happen to the crank axle, the wheels behind ther damage. The entire weight of the engine, is from a letter received by us, from a subscriber who 25,800 lbs.; weight on crank axle 14,000 lbs.; on discontinued the Journal in 1840, than is usually the wheels behind the boiler 3,300 lbs., and on the found in our letters. It is directly to the point, and most other kinds of investment." truck, 8,500 lbs. When required, the weight too good a joke to keep, especially when the examresting on the hinder wheels, can be transferred to ple set is so good; and, as we have "a few more of the driving wheels by a contrivance which is at-the same sort left "which will be much more usetached to the frame of the engine for that purpose, ful in the hands of the profession and others, who and which is frequently brought into requisition on have the early volumes, than upon our shelves, we

cave. The same rule is adopted with much advan-desired, at the same rate. tage in turning wrought iron axles.

the wheels behind the cow-catcher-no damage hav- since. ing been done to any part of the engine, it was thus shown that the cast axle can bear without injury the sudden and violent strain to which it was subjected by this accident, as well as the wrought iron crank axle. There is therefore good reason for believing that this improvement, which will so materially reduce the cost of replacing a broken crank axle, may with perfect safety be introduced into general use.

The credit of this improvement is due to Mr. James Millholland, the intelligent superintendent of machinery of the Baltimore and Susquehanna railroad company, who was also the first to introduce that of using cast iron chilled driving wheels of large diameter, which has since been adopted on several other roads, and which makes a great saving in the cost of repairs of engines.

Baltimore, October 27 1845.

For the American Railroad Journal.

OFFICE BUCK MOUNTAIN COAL COMPANY, Philadelphia, October 25, 1845.

\$72,000. It strikes the Lehigh river at the distance quantities sent to this country. of 15 miles above Mauch Chunk.

Respectfully yours,

L. R. KEEMLE, Secretary.

We are much obliged to the secretary for the above communication. It is precisely what we deand the more full the details, the more acceptable to pose. us. Will he oblige us by giving the gross and net income and dividends for 1843, 1844 and 1845?

Now our hand is in, we will give a general neer, and superintendent of a railroad in the coun- have expressed no opinion whatever. try to furnish us with the statistics of their road, that we may be able to enlarge and correct our table of American railroads. Do not hesitate to tax us with the postage upon letters containing such information, especially if they at the same time, contain seem to show that this expedient was not sufficient." a year's subscription to the Journal, which is only

We commend most cordially to the early subscribers, to the Railroad Journal who have not received it for some years past, the following pithy extract from a letter to the editor, which is as follows:

" D. K. MINOR-DEAR SIR:

"Enclosed are twenty dollars for the set, as you

We hope there are "a few more of the same sort the boiler will support the engine, and prevent fur-left." There is more pith in the preceding extract are built with the surplus capital of the a slippery rail, and sometimes on ascending grades ask who "speaks next?" Do not be bashful, send in two years, without disastrous results from which under ordinary circumstances. In no part of the cast iron axle, are the journals and we will send you the volumes of the RAILROAD turned up to a square corner. A fillet is left on Journal, half bound, from July 1840, to January in modes of conveyance, in the value of stock, in them, and the journals on the crank are turned con-

A very few sets only can be furnished as far A few evenings since, the engine with the cast back as 1838—and we should be both pleased and iron crank axle, was, together with its tender, thrown benefitted by an early disposition of them, as in this

> The following extracts from a letter from Mr. Herron will be perused with interest.

"I went to Phœnixville on the 3d October, and that is, for July, August and September, during which time, more than 300,000 tons of coal passed exceeds six years use of a track of the Columbia rail- factories, enables our eastern friends to carry on giroad; the wages of the men amounted to \$134 621, gantic projects from year to year, which the agriculto which add \$3.19, for repairs of tools, and welding tural states of the Union cannot equal, but which to which add \$3 19, for repairs of tools, and welding they might have surpassed long ago, had they, like a switch bar, making \$137 811, as the whole cost of Massachusetts, followed those pursuits by which labor and tools. There are two "switches" or mechanical genius and the rules of trade every "turn-outs" on my track near Phænixville, on which the "frogs," or cast iron crossings, were removed, hazards or the toil of cultivation; and the agriculby the above two laborers, and replaced by new ones, which work is included in the above, although primitive ages-when his domestic maufactures not necessarily a part of the three miles 450 feet of track. • • You might have made the danger to other states, of attempting to follow another inquiry in regard to the Lowell iron, that the example of either New England or Old England Dear Sir:—I observe that our road is omitted in is, to know if it was originally good, or if it was in the outlay of capital, while neglecting their plans your published list. It is 4 miles in length and cost the British cinder iron, of which we have had such for accumulating it. When the "reannexation" of

"I am sanguine that the pure American mine iron rails, when they get into use, and are properly laid, till then, will venerable agriculture cease to be the will do three or four times the service that can be vassal of her younger sister. Then she may carry obtained from even good British iron, such as is sent us in rails. But there will also be great choice sire to obtain from every company in the Union; as to the most suitable American iron for the pur-You will not fail to perceive that your ingenious addition of the timber string pieces has changed the conditions of the question altogether, and that you are supposing a and earnest invitation to each company, and engi-timber track in all its essential parts, upon which I

"I can inform you, however, that I saw the small blocks of wood accompanied, I think, by railway felt, introduced between the rails and granite sills on the Lowell road in 1841, and the result would

Railway Speculations in England.

In our number for 23d October, we made a few remarks in relation to the present disposition in England, for investments and

we do not so apprehend." We closed our remarks by saying that "there is little danger ot a crisis in railway affairs so long as they country, and pay a better rate of interest than

To these remarks of ours, the editor of the Sun very courteously replies as follows:

"We fear our able contemporary is over sanguine, Is English capital so vast that it can furnish five hundred millions of dollars for one enterprize withthat capital must be withdrawn? Even supposing all the roads to be well located, the sudden change the wages of labor, in the cost of manufacturing, and other effects consequent upon the opening of the projected railways, imply transitions without a par-allel in any age or nation, in their rapidity, the great value of the interests involved and the numentirely off the track, by a large hog getting under case, to complete a set commenced many years seriously affected, by the results of the speculation, for we never occupied a safer position as to our currency and freedom from European monetary influ-ences. But speculations are contagious, and it is our duty to discourage any policy that would draw us into the tornado now circling around our Europaid the two laborers, who have been employed pean relations with fearful portent. Every new enability to carry it on carefully measured by our means and the productiveness of the investment.— The rapid accumulation of New England capital, over it, besides freight and passengers, etc., which invested in well located roads and profitable manuwhere now appropriate to themselves the largest share of the fruits of agricultural labor, without the turist, since he abandoned the better principle of he three miles 450 feet of went hand in hand with his present isolated occu-You might have made pation—has lost all power of competition. Hence agriculture and manufactures is accomplished—and there never were greater facilities for "a treaty" than now exist in the United States—then, and not railroads to every nook and corner of our land.-But not before."

It is possible that the apprehension of the editor is well founded. There might perhaps be reason for it, if there were any grounds for the question propounded in his second sentence, viz: "Is English capital so vast that it can furnish five hundred millions of dollas, for one enterprize, within two years, without disastrous results to those interested in other enterprizes, or securities from which the capital is to be drawn?" But as there is not, as will be seen by the following statement, any just cause for the question, there are no good reasons, in our opinion, for serious apprehension of disaster so long as the speculations in railways; and said "there expenditures are made within the kingdon, appears great apprehension in some quarters, and, as we said before, from "the surplus cap-"Yours of the 14th inst, is received, also, the mis-that sad disasters are to follow the present ital of the country," and in works which

" pay a better rate of interest than most other or to be wasted in bloody wars, most of it kinds of investment."

parliament."

amounts :- allowing £15,000, or about \$75, need be apprehension of disaster. this be a fair statement, and we must say England and France, but also, and to an will not be ample surplus capital to carry out the system in England, even if parliament should continue to charter from 1,000 to 1,500 miles each year, until every town of any considerable business in the kingdom has its railway facilities? and, so long as parliament sets its face against lines got up merely as rivals to those already granted-and all mere speculative plans and projects, and only grants those lines which are required now, or are necessary to develope the resources of some region not yet accommodated by such facilities, or calculated to reduce the expenses of living to the masses in the cities, and large towns, and at the same time promote the interests of the same class in the agricultural and mineral regions of the countrythere need be no apprehension, we imagine, of disaster from this large extension of the new system, and enormous investment of capital.

jewelry, plate, high living and dissipation; works.

By refering to the Railroad Journal of ting the throats, not only of their enemics, mind-however it may appear to others-October 2nd, No. 40, page 626, the editor but also of their own people, by tens and that while parliament holds a tight and honwill find an able article from the London hundreds of thousands; or if it were loaned est rein over the numerous and noisy appli-Mining Journal on the "iron trade," in which to foreign nations, and expended by them in cants, and sanctions none which will injurihe will find the statement that "the number public works, or murderous wars, without ously interfere with those already sanctioned; of miles for which railway acts were passed either paying the interest, or refunding the and only such as it is shown by good evilast session, is 2841," and a little farther on, principal, then might disaster and ruin be apthe same writer says that "we are justified prehended—but, so long as it is judiciously modated by a railway, there will be far more in supposing that not less than 2000 miles of expended at home, in works which enhance benefit than injury resulting from the largest railway will be sanctioned by parliament the value of property in the country, in a few extension possible of the system in England. next year, and at least 1000 miles in the year years to an amount far greater than the entire Indeed it may be said, and truly, according following." He then says, "allowing three outlay of capital as is usual with railroads, years for completion, one-third of each of and furnishes increased demand, and of course these quantities" must be provided for "in a better compensation for the labor of the alone—to say nothing of the other propereach year after the passing of the acts of country, and at the same time reduces the ty-of England, which arises solely from Accordingly, capital must be provided for hours for labor, and consequently to a conthe construction of 5841 miles of railroad siderable extent, reduces the poor rates, sufficient to construct over one thousand miles within five years, and it will be, according though it enables the property holder to pay to this writer, required in the following even higher taxes, we cannot see why there

000, per mile, for the first year 947 miles, or We have said so long as parliament sets and is in substance, as follows, viz: \$71,025,000; for the second year, 1,614 its face against lines merely rival, or specumiles and \$121,050,000; for the third year, lative, we have no fear of disaster in conse-1,947 miles and \$146,025,000; for the fourth quence of these large investments in railroads; year, 999 miles and \$74,925,000; and for the yet it is not only possible, but probable, that fifth year, 334 miles and \$25,050,000-or many people will be ruined by dabbling in total in five years \$438,075,000, instead of schemes of speculators; in a species of gam-"five hundred millions in two years" as in. bling and robery which is always carried timated by the editor of the Sun. Now if on in densely populated places, not only in that we consider it marked not only with great equal extent, comparatively, in this country, whose whole aim, study and prayer—if they alent. It is also possible and even probable, num. that parliament may be misled by interested parties, and those parties may even be of its own body—as designing men often get into her own territory—which she will have done parliament, as well as into other public before the year 1860-or within fifteen years bodies-expressly for the purpose of promo- from this time-she will be much better able ting their own interest, even if need be, at to carry on a vigorous warfare against the the public, or any bodies' expense except nations of Europe either singly or combined, their own; but this class of works, we have than if she had not invested a dollar in them, and we are also of the opinion that there reason to believe, will be comparatively small; and much the greatest proportion of those which are sanctioned by parliament will be next ten years, which would not only, not sources, and promote the prosperity of some but would largely increase their business and region of the kingdom, whose relative advantages have not yet been properly improved, or promote the comfort of the millions, to an have been changed by improvements in oth amount much greater than the entire cost. If this amount of capital, in addition to er sections; thus constantly working to equalize the business facilities of the country, by what is usually wasted for such purposes, elevating the depressed—rather than by deders, and especially the editor of the Sun, to were to be expended in useless show, dress, pressing those who are interested in existing look back this day sixteen years, and com-

The last arrival, the Hibernia, brought us being sent out of the country to pay for cut- information which shows conclusively to our dence, will promote the permanent interest of some region of country not now accomto the following statement from one of the late English papers, that the annual increase in the value of the present railway property cost of living, and increases to the laborer the the increased business, and reduced expenof railroad a year, even at the enormous cost of \$75,000 per mile.

> The statement above referred to, is, we believe, from the London Railway Chronicle,

"The revenue from the railroads of England, in the months of July and August, amounted to £1,-362,127, an increase of £207,630, as compared with the receipts of July and August 1844. It is "estimated that the increase this year of the gross revenue of the railroads will be over £1,000,000, nearly the whole of which will be clear profit, as "on most of the lines the working expenses have been economized. If however, a quarter of a million is allowed for increased expenses, there will still be left £800,000, or about \$4,000,000, as "the clear increase of net profit for the year 1845."

Now this £800,000 or \$4,000,000 of increased clear net income, from the railways of candor, but also with a thorough knowledge and especially in this city, where there are England, is a fair rate of interest, in England, of the subject-who will pretend that there not only hundreds, but thousands of men upon £20.000,000, or \$100,000,000, which will therefore be the actual increase in the value of the railway property of England make any—is to devise some scheme by during the year 1845, and will of itself be which they may possess themselves of the sufficient to construct, as we said before. property of others, without giving an equiv-over one thousand miles of railroad per an-

> And we are fully of the opinion that, when Great Britain has invested one thousand may yet be constructed at least ten thousand miles of railroad in that kingdom, within the works of merit, designed to develope the re- depreciate the value of those now chartered. income, and at the same time increase the value of other property in the kingdom, and

> > It is possible that we may be all wrong in our estimate and opinion, but we ask our reapare the utmost anticipations of the wise men

of England, when they assembled at Liver-ment as rapidly as could be desired, under the with the Buffalo committee, Messrs, E. Walpool to witness the unheard of-and by many circumstances. unlooked for-performance of the locomotive engine which was to haul twenty tons. on a level railway, at the astonishing speed of are very encouraging. We understand that ten miles an hour! It was at that trial that letters were received from the agent, by the Hamilton, in which they say in relation to one of the first railway accidents occurred, and one of England's truly great men, MR. Huskisson, lost his life; and it was at that sing of the stock. In the first instance, there trial that the engineers and mechanics of England achieved a victory of far greater importance than that of Waterloo, or indeed of all the victories of all her warriors combined! After contemplating the won-the agent to sift out and scatter the jobbing least elevation and depression, on which pasderful performance of that day, let us trace and gambling applicants, and now that the sengers may be conveyed from point to point, the progress of improvements which have been made up to the present period; and then look forward a quarter of a century! Who can realize the improvements and changes which are sure to follow in the paths of railroads and the magnetic telegraph!

Syracuse, Courtland and Binghamton Railroad .-The Binghamton Republican has the following:

"The stock of the New York and Erie Railroad, thanks to the energy and perseverence of the president and directors of the ecute the work. Indeed, we learn from a source which we think entitled to credit, that the commissioners to locate the road in this county, have accepted their appointment, and will enter upon the discharge of their duties

the present fall.

In view of these facts, we think a move the construction of the Syracuse, Courtland and Binghamton railroad. If the New York and Erie railroad is constructed, and all fears upon that subject have been dispelled, there can be no doubt that money subscribed to make the branch to Syracuse, and thence to Oswego, would prove a profitable investment. It is admitted on all hands, that a more favorable route for a railroad, cannot sooner performed. be found in the state; and in no other way can lake Ontario be so easily or so directly connected with the city of New York .-Now, emphatically, is the time to revive the prepared to carry the question before the to us. next legislature."

And the Syracuse Western State Journal, has the following:-

"Had we not better talk about a plank road from this place to Courtland?"

By no means, we say-not a word about a " plank road." We "go the whole" for a railroad on that line, as whatever gets on to it, will be sure to reach New York before it does Boston.

Atlantic and St Lawrence Railroad.

The board of directors and other officers recently elected to manage the affairs of this railroad company, says the Portland Advertiser, are steadily and laboriously at work in prosecuting this great enterprize.

"Parties of engineers have been for some ted and ordered printed. weeks past in the field, and we believe that

"Recent accounts from England, in reference to the stock of the Canada side of the road, he speaks of very favorable success, in dispowas an apparent eagerness to obtain this stock, immediate mission at an early day.'

mission.

Southern, Michigan, Railroad.

Adrian Hillsdale 2,790 92 dient."

Total for September 1845, from the transportation of freight; and to en-companies—a result exceedingly desirable able this road to do a business equally as profi. for the interest of all parties—but especially should be made to revive the act authorizing table to the state as that of the Central road, for those who travel. a.. that is wanting is a line of steamboats between Monroe and Buffalo. With such a line, and such we trust will be formed next spring, as many passengers would go over the Southern, as over the Central road. The accommodations and facilities would be quite and to Cost Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue as at present. as good—the distance considerably less, and the travel to Chicago and in that direction sooner performed.

We find it exceedingly difficult to obtain any actions of the passenger train will continue, as at present, to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

curate information in relation to the Michigan rail- 43 roads. Will some gentleman there furnish us with such information as will enable us to add them to project, and we call upon the friends of the our list of railroads? It is but a small matter to measure, in Courtland and Onondaga, to be those who have the documents, yet very important

Railroad Meetings.

crat, on the 22nd October. in favor of the ex-

At Detroit, Michigan, a large meeting was held on the 24th ult., in relation to the contemplated railway in Canada, between the Buffalo, and the directors of the Great Wes-

no proper effort is spared to hasten the move- Brush and C. G. Hammond, in connection

dron, B. D. Coe, G. B. Rich, Wm. Ketchum and Oliver Lee, addressed a joint letter to the directors of the Great Western road at Hibernia (at Boston, on Sunday last,) in which the two companies. "It appears that both companies have precisely the same objects, and also that the people whom they reprewhich it was readily perceived, rested very ther line, can have no other interest than that terms of the charter, however soon enabled of the most direct and shortest line, with the merits of the enterprize, are become known to in the least possible time;" and believing that real capitalists, they are properly appreciated. the common interest of all parties would be We anticipate, from the accounts that have promoted by establishing "one best line" and reached us, that Mr. Galt will complete his thereby avoid conflicting interests and local rivalry-they request the Great Western We have not doubted the success of Mr. Galt's company to propose a plan by which the two companies can be united on terms of reciprocity, and intimate that the directors of The Monroe Advertiser says that the re- the Niagara and Detroit river's company ceipts on the Southern railroad for the month will accede to any reasonable proposition for of Sept. 1845, for freight and passengers, are the construction of one common line, which rence of the president and directors of the about \$4,000, or 50 per cent. increase, over shall unite Bertie, Hamilton and Detroit.—company, is all subscribed; and measures, any previous month since the road was built, This proposition was deemed by a minorwe are assured, will at once be taken to pros- being at the Monroe depot office \$3,593 39 ity of the directors—in the absence of their 1,270 12 associates—as " reasonable, proper and expe-

From the report of the committee, it would \$12,654 43 appear that a union of interests and efforts The above revenue is derived principally are likely to be effected between these two

> VESTERN AND ATLANTIC RAIL-road. The Western and Atlantic Rail-road is now in operation to Marietta, and will be opened to Car-

Chief Engineer.

OSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other At Albion, Orleans county New York, a meeting was held, says the Niagara Democrat, on the 22nd October. in favor of the extension of the railroad from Lockport through Albion to Rochester.

Believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements. ces current or advertisements.

Niagara river and Detroit. The committee will not be abated. The marine department of the appointed at a previous meeting of the citi- Courier has been inferior to none in copiousness or zens of Detroit, to confer with the citizens of accuracy of detail, and it will be our endeavor to maintain its reputation n this respect.

tern railroad at Hamilton, was read, accepted and ordered printed.

The committee from Detroit, Messrs. E. A. Brush and C. G. Hammond, in connection

The directors of the Great Western For the Semi-Weekly Courier, for one year. 4,00

For the Semi-Weekly Courier, for one year. 2,00

JOSEPH T. BUCKINGHAM.

EBIN B. FOSTER.

BUPPER ROUTE. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading, North

Reading, Wilmington, Ballardvale, Andover, North the Western and Atlantic Road now forms a con-Andover, Bradford, Haverhill, Atkinson, Plaistow, tinuous line of Railroad of 360 miles from Charles-Andover, Bradford, Haverhill, Atkinson, Plaistow, tinuous line of Railroad of 360 miles from Charles-Newtown, Kingston, East Kingston, Exeter, South ton to Cartersville, two miles west of the Etowa Ri-Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Ver in Case County.

Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7½ a.m. and 2½ p.m.

Leave Boston for Great Falls at 7½ a.m., 2½ p.m.

Leave Boston for Great Falls at 7½ a.m., 2½ p.m.

Wollasses per hogshead 50; estitoches.

and 31 p.m. Leave Boston for Haverhill at 71 a.m., 21, 31 and 5 p.m. Leave Portland for Boston at 71 a.m., and 3 p.m. Leave Great Falls for Boston at

for Andover at 111 a.m., and Andover for Boston at

31 p.m.

The Depot in Boston is on Haymarket Square. Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value. CHAS. MINOT, October 20, 1845. 43 ly Super't. additional value.

October 20, 1845.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of them. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

No. 4. Sup Front st Philadelphia Pa

No. 4 Sout Fronth st., Philadelphia, Pa

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten sive and the number of hands employed beinglarge, they are enabled to execute both large and small or ders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange

May 12tf

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse ""

I Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists, Alexandria, D. C.

AND MAINE RAILROAD. GEORGIA RAILROAD. FROM AU-oute. Boston to Portland via, Charles GUSTA to ATLANTA-171 MILES. This Road in connection with

the South Carolina Railroad and

"Sugar, coffee, iron, hardware, etc. "70 "
"Flour, bacon, mill machinery etc. "33;"
"Molasses, per hogshead \$9; salt per bus...22 "
Passengers \$9 50; children under 12 years of age

and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7.

German or other emigrants, in lots of 20 or A.I.I., and 41 p.m. Leave Haverhill for Boston at 61, 81, and 11 a.m., and 61 p.m.

Special Train.—A special train will leave Boston more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent. Augusta, Oct. 21 1845.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge.

port, Mass., and at the office of the Railroad Journal

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, ja45 Reading, Pa.

EORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 14 in. to 24 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter. or circumterence, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with Jack Screws; Railroad Pumping and Sawing Mawrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Straight Axles, for Outside Connection Engines; trained Truck Frames; Railroad terns, Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary chines, to be driven by the Locomotive; Stationary springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective fron and Brass Castings of all descripions.t

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all POR SALE AT A SACRIFICE—A LOCO—
motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45

N. E. cor. 12th and Market sts., Philad., Pa. 31

Thomas are p.m.

For further information and through tickets apply to the purchaser the expense of turning them out inside.

For further information and through tickets apply to the purchaser the expense of turning them out inside.

STOCKTON & FALLS.

Norwich and Worcester Rail-Road. On and after May 22, 1845, Trains will leave as follows, viz:will leave as follows, viz:

Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4½ p.m. Leave Worcester, at 10 a.m., and 4½ p.m. The morning train from Norwich, and the

morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads,

New York Train, via Steamboat. Leaves Nor-wich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5! p.m., daily, except

Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and
Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7½ a.m., daily, except Sunday, and arrives in Norwich at 9½.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than

when paid in the cars.

EMERSON FOOTE Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value tor Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets initialists solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by

JOHN W. LAWRENCE,

Orders for the above will be received and promptly attended to at this office. 32 ly

SUMMER ARRANGEMENT-FARE

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston S. C. wherehy the transfer of the control of the contr Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a Southern Made Lette, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston 21; Baltimore to Weldon 10; Baltimore to Petersburg 750; Baltimore to

Richmond 7.

Fast Mail Linc.—Leave New York at 9 a.m. and

Philadelphia at 31 p.m.; arrive in Baltiarrive in Philadelphia at 31 p.m.; arrive in Balti-more at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richwond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in teretre hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore Paliticates. more at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

Accommodation trains, leave Boston at 8 a.m. and 3½ p.m. Leave Providence at 8 a.m. and 3½ p.m. Fare in first class cars, \$1 25

and 41 p.m. Fare 25 cents.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8 a.m. and 21 p.m.

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbon.

boro, Monticello, Mt. Pleasant, Binghampton, Owe-go, Port Jervis, Honesdale Carbondale, etc. On Monday, Wednesday, and Friday, to Dun-daff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc. 31 1y

ALTIMORE AND SUSQUEHANNA
Railroad. The Passenger train runs daily
except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This tenin land trains that your land to pend to pend the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

more to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket ofrice daily, Sundays excepted, at 31 p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

and the uckets will be getting day in any passenger train.

D. C. H. BORDLEY, Sup't.

Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21x; inch Flat punched Rails, Bars

18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ x ¼ inch Flat Rails.
ALSC—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and s20 2m ja45 cost originally \$5000.

ONG ISLAND RAHLROAD.—EVENing Line for Newport and Providence.

Fare 50 cents.

Fare 50 cents.

Great Western Mail leaves Baltimore every morning at 7½ and Eric Railroad company, that o'clock and from Brooklyn depot at 5, p.m.

On the arrival of the train at Greenport, passengers will proceed immediately in the steamer "New Haven," direct.

24 39

Haven," direct.

AND PROVIDENCE RAILStoughRailroad.

StoughRailroad.

BALTIMORE AND
MAIN STEM. The Train can,
ing Line for Newport and Providence.

Fare 50 cents.

Great Western Mail leaves Baltimote's Mills, the New York and Eric Railroad company, that or the New York and Eric Railroad company, the Notice is hereby given to me the New York and Eric Railroad company, the Notice is hereby given to me the New York and Eric Railroad company, the Notice is hereby given to me the New York and Eric Railroad company, the Notice is hereby given to me the New York and Eric Railroad company, that or the New York and Eric Railroad company, that the New York and Eric Railroad company in the New York and Eric Railroad compan those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13 to Pittsburgh \$10. " second " 85
Dedham trains, leave Boston at 9 a.m. 3 p.m., and 6 p.m. Leave Dedham at 7½ a.m., 10½ a.m. and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.
Daily trains at 9 A. M. and 5 P. M. and 12 a rare 50 cents.

W. RAYMOND LEE, Sup't.
Sept. 15, 1845.

WENGE AND ERIE RAILROAD LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

This Road.

This Road.

This Road.

This Road.

This Road.

n molasses and oil......\$6 00 per hhd.
Goods addressed to F. WINTER, Agent, forwarded
ee of commission. THOMAS PURSE, free of commission. Gen'l. Sup't. Transportation. 40

EXINGTON AND OHIO RAHLROAD.

Trains leave Lexington for Frankfort daily at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lex-

ington daily, at 8 o'clock a.m. and 2 p.in. Distance, 28 miles. Fare \$1.25.

BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, James F. Andrey,
Peter Cooper,
Murdock, Leavirt & Co.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Rich-

mond, Va.

J. Patton, Jr. Philadelphia, Pa.

J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.

35 1y

DAVIS, BROOKS & CO., 30 Wall st., N. York.

"stock of said company heretofore issued and certi"fied, or purporting to be paid in full, shall not with"in six months from the passage of this act, surren"der to the company their stock certificates, and re-"ceive or offer to receive therefor, for every two "shares of stock heretofore issued, one share of stock to be hereafter issued, then all such stock heretofore "issued, and not so surrendered, shall not be subject "to the provisions of this law; but the state shall re-"to me provisions of this law; but the state shall re"tain the right to claim upon such outstanding stock,
"and the said company shall pay into the treasury of
"the state, upon the order of the comptroller, any and
"all dividends upon such outstanding stock, and the
"comptroller shall apply the same to the credit of
"said company, until the state shall receive in such
"dividends, so much of their said debt of three mill "dividends, so much of their said debt of three mill-"ions of dollars and the interest thereon, as would be "the proportion of such outstanding stockholders to "pay, provided the whole debt of three millions of "dollars and interest thereon were collected ratably "from all the stock of said company now outstand-"ing.

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec-"retary of said company, within thirty days after the "expiration of the six months mentioned in the last "preceding section, to file with the comptroller of "the state, a statement of all stocks that shall not "have been exchanged in pursuance of the provis-"ions of the last preceding section; and whenever "any dividend upon the stock of the said company "shall be made, it shall be the duty of the board of "directors to notify the comptroller of such dividend, "and upon payment of the dividend aforesaid into
"the treasury, the comptroller shall furnish to said
"company a receipt for the portion of such dividend
"belonging to any stock not surrendered and ex-"changed in pursuance of the last preceding section of this act, and said company shall surrender to the holders of such stock the receipt of said comp-troller in lieu of said dividends."

It will be seen that on or befere the 14th of No-Ington daily, at 8 o'clock a.m. and 2 p.in. Distance, 28 miles. Fare \$1.25.

On Sunday but one train; 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. the act, it is made the duty of the company, within thirty days from the 14th of November, "to file "with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect board of directors consider it their duty to protect the interests of the stockholders by giving all pos-sible publicity to that portion of the law relating to the outstanding stock, that all may have an oppor-tunity for an early compliance with the provisions of the act. By order of the board of directors. 398t T. S. Baown, Acting secretary.

OFFICE OF THE NEW YORK AND Eric Railroad Company. No. 50 Wall st. New York 4th October, 1845.

Notice is hereby given that the sum of three millions of dollars, required by the law of May 14th, 1845, has been subscribed to the capital stock of this company, and that the books have been closed. The Subscribers are ready to execute orders five dollars on each share, at the office of the company, on or before Thursday, the 16th of October price, delivered in the United States.

By order of the board of Directors. 41 2t T. S. Brown, Acting Secretary.

AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 46.]

THURSDAY, NOVEMBER 13, 1845.

[WHOLE No. 489, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, is devoted to the benecement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING. One page per annum. \$125 00 One column 50 00 One square 15 00 Professional notices per annum.....

ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.) TROY IRON AND NAIL FACTORY, H. Burwas entirely unknown den, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.

pany.
SETH ADAMS, Engineer, South Boston, Mass.
STILLMAN, ALLEN & Co., N. Y.
JAS. P. ALLAIRE, N. Y.
H. R. DUNHAM & Co., N. Y.
WEST POINT FOUNDRY, N. Y.
PHENIX FOUNDRY, N. Y.

C. C. ALGER, Stockbridge Iron Works, Stock-

bridge, Mass.
BALDWIN & WHITNEY, Philadelphia, Pa.

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn (See Adv.) THOMAS & EDMUND GEORGE, Philadelphia.

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

communicate to you for publication the fol-lowing circumstance of no inconsiderable importance, which occurred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the parstruction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attend-KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Comcurred, whereas had the car been construct-ed on the common plan the same kind of acci-

dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

R. HOE & Co., N. Y.

ANDREW MENEELY, West Troy.
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE,
HINCKLEY & DRURY, Boston.
C. C. ALGER, Stockbridge Ison, W. Y.

West Troy.

(See Adv.)

Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. y accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. . Had not this invention been

used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

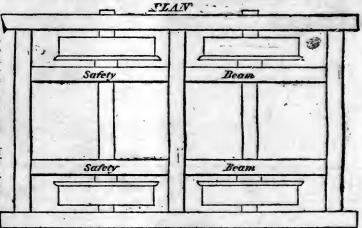
JOHN FRAZER, Agent,

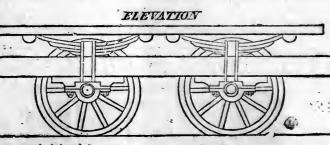
GEORGE CRAIG, Superintendant,

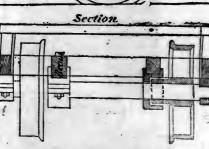
W. L. ASHMEAD, Agent.

To A model of the above improvement is to be seen at the New Jersey railroad and transportation

office, No. 1 Hanover st., N. York.







Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market both as to quality and appearance.

All discountry the manufacturers have no hesitation in warranting them fully equal to the best spikes in market both as to quality and appearance.

All discountry the manufacturers have no hesitation in warranting them fully equal to the best spikes in market both as to quality and appearance.

All discountry the manufacturers have no hesitation in warranting them fully equal to the best spikes in market both as to quality and appearance.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost rails, to any amount and on short notice. all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York

will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron mer-chants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadephia; T. Jan-viers, Baltimore; Degrand & Smith, Beston. ** Railroad Companies would do well to forward

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

try, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N.

The above spikes may be had at factory prices, of chimney of engines on which they are Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. 1945

The ATTENT RAHLROAD SHIP AND ROAT

New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co. Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manulactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever officred in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron may desire to purchase or obtain further information in regard to the heated air, smoke and sparks passing through the chimney, and by the centrifused from the form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifused from the total content of the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own reasons that the top of the chimney, through a capacious and unobstructed on an entirely different principle from any neterource oneted to the public. The form is such that a rotary motion is imparted to the heated air, smoke and steam, and thrown into an outer chamber of the chimney which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) of the chimney, through the chimney, and but the centrifuse and the chimney, and but the chimney, through the chimney and the

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't McCompany, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabeth-town and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, Presistent Long Island Railroad, Brocklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

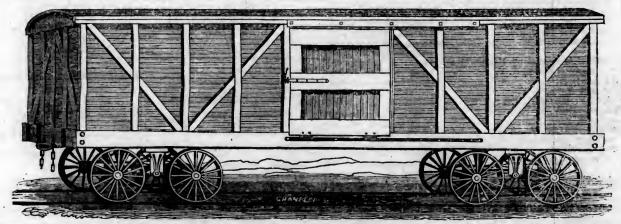
** The letters in the figures refer to the article given in the Journal of June, 1844.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, no only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEFORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually execued and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE USHMAN'S COMPOUND IRON RAILS. To RAILROAD COMPANIES and BUILDty A. & G. RALSTON
Mar. 2016

A South Front St., Philadelphia.

CUSHMAN'S COMPOUND IRON RAILS. To RAILROAD COMPANIES and BUILDetc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.

PASCAL IRON WORKS. THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of the pattern and size with Ayles fitted also with

any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives. The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, and President of the Newcastle Manuf. Co.

-respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Com-panies reconstructing their tracks now have an op-portunity of *improving* their roads on terms very acvantageous to the varied interests connected wa their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be construct-ed under his advice or personal supervision. Applicaitons must be post paid.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 be. per square inch, will Stop Cocks, Tr. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER Fuzz.



Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets. PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND

Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland. WILLIAM YOUNG

President. iv451m TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets manufacturers with small capital. For pamphlets descriptive of the property, and further information apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, a No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and cast of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 fect, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto?

ries.

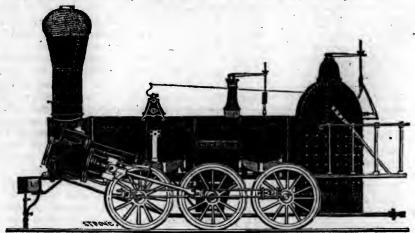
Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
ja45

CYRUS ALGER & CO., South Boston Iron Company.

LOCOMOTIVE WORKS. $\mathrm{NORRIS}^{,}$

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1. 15 inches Diameter of Cylinder, × 20 inches Stroke. \times 24 14 " 66 × 20 (6 . 3, . 66 " 6 145 66 121 23 4, " 13 \times 20 44 66 66 7 " 66 × 20 66 5, 111 $10\frac{1}{2}$ 66 " " \times 18 - 66 66

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives, Tenders and Cars.

NORRIS, BROTHERS.

Railway Traffic.

We recently published a concise description of the Belgian railways and their management; a part the 'season' for watering places, have in like heavy merchandize. Under these circumof which has been republished in Herapath's Jour-manner, produced a rise in the average re-stances, such rapid speed would not be re-nal, showing that there is a general desire, even in turn of each passenger. Thus for the first quired as for passenger trains, and conse-England, to know what is doing, and how it is done, in relation to railways in other countries. We now give a further statement of operations on the Belgian railways up to 1st of September—showing a regular increase in the receipts of over 100,000 francs, per month, and in August 160,000 francs, considered to short distances, the variation of consumption is subject, and the conservation month, and in August 160,000 francs, considered to short distances, the variation of consumption is subject, and the over corresponding months last year.

Thus it will be in our country, especially when our railroads are managed upon a uniform and judicious system, which has for its object to afford the greatest possible accommodation to the public, for the lowest rates of charge which will insure liberal and

increasing returns to the shareholders.

" L'Independance, Belgian paper, contains the following interesting statistics connected with the working of railways in Belgium:

"The traffic returns of the railways in Belgium, from the month of August have been most satisfactory. The progressive improvement in the receipts has continued in a very marked manner, and actually exceeds all previous calculation. In August 1844, the total receipts amounted to 1,205,000 francs; in the corresponding month of the present year, there has been an increase of 160,000 francs, in the following proportions, namely, 80,000f. on the passenger traffic, 7,000f. on personal luggage, and 73,000f on the goods' traffic. A greater improvement, under similar circumstances, and with the same tariff, could scarcely be hoped for .-The difference between the returns of July and August, is 140,000 francs in favor of the latter, almost the whole of which sum (180,-000f.) is derived from the passenger traffic, the remainder is made up of 14,000f. on the luggage, and 18,000f. on the goods' traffic, although there was a decrease in the quantity, as well as in the weight of the merchandize. In July, 353,256 passengers travelled by railway, inclusive of the transport of military and special trains; in August, the number rose to 368,489, or 25,000 more, during very bad weather and a very unfavorable season for travelling. The present month is, of all the months of the year, that in which of all the months of the year, that in which foreign travellers most move about, and in which our own tourists generally avail themselves of the season for their expeditions; and taking into consideration that these two classes of passengers are for the most part, says: first and second class passengers, it is curious to observe the distribution of the passenger ing daily brought before the public, for the traffic; thus in June, the proportion of the investment of capital, we observe, during the number of passengers of the first class, was past few days, one of a most important nanumber of passengers of the first class, was past few days, one of a most important nacomposed. It will also show that railways may be
larger cent.; in July, it rose to 12 per cent., ture, and which, if carried out, must lead to
profitable, even for the transportation of the heaand in August, to 143 per cent. on the total
the most beneficial results, to the inhabitants number carried. The proportion of second of the metropolis and its environs, as well as class passengers was, in June, 243 per cent, the whole southeastern part of the island, construction of railways will have on the dein July 27²/₄ per cent., and in August 30½ per and the coal proprietors of Northumberland velopement of the mineral riches of the earth, cent.; and, consequently, the third class pasand Durham. This is no less than the conhas, perhaps, never entered the minds of senger traffic fell from 64½ per cent. to 59½, struction of a railroad through the whole many who are thoroughly conversant with and from that to 544 per cent. in the same distance from Newcastle-upon Tyne to Lon-the details of their several routes: yet little months. It is not improbable that the con-don-an undertaking which, though at first doubt is there but that many household lux-

tion is trifling. 2f. 13c. in August.

eight months in 1844 and 1845:

•	1844.		1845.	
January	618,204f.	54c.	753,870f.	57c.
	665,334	99	687,262	27
	769,582	88	956,005	30
April	901,430	52	987,103	68
May	970,266	27	1,037,599	70
Junc		02	1,061,119	04
July	1,092,023	66	1,225,646	66
	1,205,166	50	1,365,393	82

ment in the returns is constant and well dif- from two to six weeks on their passage.and will exceed 22,000f. in 1845."

Newcastle and London Coal Railway.

the capital is put at £5,000,000, which gives from such a road, will reduce the cost of coal to consumers in and about London, and along its line, full 20 per cent. or at least £1,000,000, per annum, and its entire cost in five years, even in competition with good ship navigation. The Mining Journal

"Among the many schemes which are betinuance of the rains had some effect in pro-ducing these results, by driving the third involving the outlay of £5,000,000, would but even many of the middle classes—will class passengers into the second class carria-doubtless repay; with handsome interest, the come into very general use; among these

ges, and in like manner operating on the investment of the capital. It is not intended Certainty of increase under judicious management. second class traffic to the first class carriages. that this shall be a passenger line, but to be "The movement of foreign travellers and constructed solely for the transit of coal and cipally confined to short distances, the varia- article of consumption is subject, and the The returns are-1f. 09c., high price which it always maintains in the 1f. 08c., and If. 15c. The average returns market, under such circumstances, there apon the gross number of passengers is as fol-pears to be an absolute necessity for some lows: 1f. 76c., in June, 1f. 92c. in July, and means of conveyance, whereby a regular supply of coal can always be obtained, and The following table shows the returns for the price in consequence kept at a steady figure. The arrival of the colliers in the Thames, is a matter at present, of the greatest uncertainty-dependant on the winds and state of the weather-while the easing the pool from the crowded state in which it now is, would, in itself, be a subject of the greatest benefit to the general commercial traffic of the port of London. On the completion of such a line, trains travelling at about fif-Total......7,235,674f. 35c. 8,074,001f. 04c. | teen miles an hour, would perform a journey "Thus it will be seen that the improve- in a day and night, while the colliers are fused; that it manifests itself in every month, and its continuance can scarcely be doubted. London market 20 per cent. at least, under The receipts of the present, exceed those of the present prices, and the formation of last year by 838,326f. 69c., or eleven and a such a means of conveyance would prevent half per cent.; whilst the budget of ways all competition with the midland collicries, and means shows only an increased expenditure (under this head) of 3½ per cent. The preferred by the London consumer, for gross receipts, which were, in 1844, 11,230, its cleanliness, the Staffordshire and Lanca-000f., and which, it was calculated, would shire coals producing a white ash, which run up to 11,600,000f., will in all probabilispreads over everything in the vicinity of ty, this year, amount to 12,500,000f. The the fire-place. The calculation as to the reaverage return per kilometre, which, from turn is easily ascertained—as, at the same 1837 to 1840, was below 16,000f., and from rate as the London and Birmingham compa-1841 to 1843, 18,000f., was 20,000f. in 1844, ny charge per ton per mile, 2,000,000 tons of coals alone would pay the working ex-penses of the line, and this is only half the This important projected railway, appears to importation annually into London alone, leahave been taken hold of in carnest. The distance ving the remainder, and the goods and interfrom Newcastle to London is 280 to 300 miles; and mediate traffic, as profit to the shareholder, the capital is put at £5,000,000, which gives from which is estimated at ten per cent. on the

Mineral Railways.

It may be both interesting and instructing to our readers to know some of the important uses to which railways are applied in England. It will show conclusively their utility, and importance, in developing the resources of a country. The Mining Journal has the following exceedingly appropriate remarks on the subject, and the annexed list of roads, with a list of articles of which their principal traffic is

"The vast influence which the universal

ous other productions of the mineral kingdom, scribe the details of his engine, but our sciit is pure mine iron, from the celebrated Monwill find, in every direction, markets alike
entific readers will understand the enormnus
tour's ridge ore without any admixture of cinnumberless and insatiable. These producpower at command, when it is understood der iron, we think there is every probability have hitherto lain in useless profusion, only is brought to a temperature very much be-attainable by the wealthy, from the excess-ive cost of transit; but when the districts are may, consequently, be said to be in a frozen ican mechanical skill in heavy manufactures. traversed in every direction by railways, restate, and when a portion of this is admitted We congratulate Pennsylvania on this new ers of mineral property, and these products perature raised a force is exerted far greater dition to supplying our own railroads will raised and distributed among the community, than from steam, while the enormous weight soon become an article of export. Thus borhoods, dispensing comfort, and increasing is true that a vessel of sufficient strength is her debts with her iron coin." the civilization of mankind in general. It necessary to contain the expansive fluid, and "We have seen at this place is an interesting subject to notice the peculi of corresponding weight, but as its capacity rails manufactured by the same company, for ar minerals which each of our projected rail need be so much less than that of a boiler of the Harrisburg and Lancaster railroad, which ways will aid in more general distribution; the steam engine, the perfection of this ap- is said by those competent to judge, to be suand we have selected the following, stating paratus will probably revive the investiga-perior to any imported rail ever used in this the productions likely to form a large pro-ition into the means of navigating the air; country.

portion of their trafic, viz: "Ambergate, Nottingham, and Boston, coal, iron, stone; Dudley, Madely, and Iron Bridge, iron; Direct London and Holyhead, silver, lead, copper, slate, stone; Erewash Valley, motive engine, which promises to be of concoal, ironstone, etc.; Great Eastern and Western, iron, coal, anthracite, copper, lime, salt; tern, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; and working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, silver, and iron, coal, anthracite, copper, lime, salt; working man, named John Thomas, of Crow-an, iron, coal, anthracite, copper, silver, and coal, Coast, coal, stone, limestone; Irish West motives, the novelty being in having a com-Coast, beautiful marbles, lead, iron, slate, and plete and efficient condensing apparatus atlime, building stone, marble and lead; Nottingham, Ambergate, and Manchester, coal, and fuel is required to go double the distance lime, gritstone, limestone; Oxford and Worcester extension, coal, ironstone, and lime that noise is avoided which has hitherto pre-correctly informed." stone; Rhondda and Ely Valleys, coal, ironstone and limestone; Shropshire Mineral, is a great nuisance on the railway; the waste coal, lime, and iron; Staffordshire and North of steam is so little, that steamboats might land, coal, lime, iron, copper, tin, zinc, etc.

New Motive Power .- The London Mining Journal has the following notice of what it terms a new motive power.

hitherto the great obstacle to the success of lime, gritstone; Bridgewater and Minehead, weight of apparatus for sufficient motive from the Untied States." lias lime, slate, and copper ore; Bradford, power-but, in the carbonic acid engine, we Swansea, copper, iron; Cumberland Union, interest the publication of the specification."

siderable importance; it is the invention of a working man, named John Thomas, of Crow- "Right of Wayby the complete condension of the steam, all vented steam coaches on common roads, and position to favor us with a detailed descrip-

Anthracite Railroad Iron-The Philadel phia Ledger says: "A T rail, 18 feet long matured an apparatus for its employment, the first rails manufactured in America or in ing cities in the world.

are marble for side tables, mantel pieces, and so satisfied is he of its success, that he Europe of anthracite iron, and, so far as we washstands, etc., slates for paving, roofing, has already secured a patent for its use. - can judge of the quality from an inspection of shelves and safes for provisions, and numer- We are not at present in a position to de- the bar, taking it into consideration also that tions of Nature's beneficient arrangements that, by chemical frigorific means, the acid that it will be found to render much better newed energy will be instilled into the own- below the piston of an engine, and the tem-source of wealth, which, we doubt not, in adgiving employment to the immediate neigh-of furnace, boiler, etc., is dispensed with; it Pennsylvania, like Sparta of old will pay off

"We have seen at this place another of the

"It is said that the French government is imitating the feathery tribe has been the great making arrangements to import railroad iron

We take the above from the Harrisburg Argus. Manchester, and Liverpool, building stone, have a power superior to all others, while We have also seen beautiful samples of this iron in coal, etc.; Bedfordshire, Hertfordshire, and the apparatus necessary for its employment is Wall street and concur with the editor that they are Essex, chalk, and chalk rag; Colebrook, comparatively light. We shall watch with in appearance superior to any imported railway bars we have ever seen. The only unfavorable part of Staffordshire, and Worcestershire, coal, lead, following also from the same Journal.

Locomotive Condensing Engine.—We take the the whole matter is that enough such cannot be obtained as soon as wanted, therefore there is not much tained as soon as wanted, therefore there is not much "A model was exhibited at the Royal prospect that railroad iron will be shipped to France Cornwall Polytechnic society, of a new loco-soon from this country. We wish we could make here one-half the quantity we shall need during the next

"Right of Way .- We find the following

"Baltimore and Ohio Railroad. - The a hard close grained gritty flag stone; Isle of Man, lead, copper, iron, lime, granite, marble, patent. By this arrangement, it is calculated road company to extend their road to Pittssection of our state in favor of granting the manganese, pottery clay, etc.; Lincolnshire ted that there is a gain of 28 lbs. per inch, burgh, will be represented with great strength and Eastern Counties, coal from Yorkshire over the high pressure locomotive; a lower of talent as well as numbers in our legislaand Derbyshire; Leicester and Birmingham, pressure of steam in the boiler will produce ture. At the late election the people were coal, iron stone, manganese, granite and lime; the same effect. The boiler is fed with hot thoroughly aroused to that object, and parti-Leicester, Ashby-de-la-Zouch and Stafford, water from the condensed steam, causing a cular attention was paid to selecting men of cannel coal, lead, iron, granite, limestone and further saving of fuel, and when once filled, talents to carry out that measure—and we slate; Manchester, Buxton and Matlock, coal, it thus requires but a very small quantity to are satisfied that a much stronger force will keep up the supply; less weight of water be found in favor of the project than is anticipated by its opponents—and there is strong probability of its being carried, if we are

It is to be hoped that the above prediction may prove true, not only for the interest of lime; Wear Dock and Railway, coal; iron, and Welsh South Midland, produce of great Welsh iron works, coal, etc.; Welsh Midland, coal, lime, iron, conner tip, gries to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be is not at the inventor is about to take out a patent be inventor. lake Erie, and thus having more far reaching avenues for business than any other city in the Union. It will however require power-"After the numerous attempts which have been made to introduce carbonic acid as a factured by the "Montour iron company," at tion; and we hope she will take it with a moving power-not one of which, we be- Danville, Pa., with anthracite coal alone, has good grace; especially as it will completely lieve, has ever been carried out to the satis- been received for the exibition of the Frank- renovate her system and make what she faction of the inventors-Mr. Talbot has so lin Institute, Philadelphia. This is one of ought to be, one of the greatest manufactur-

		4	ENGL!	SH RAT	CROAD :				The Combination of the Combinati				
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heffield and Manchester	88 30 25 20	2,996,000 465,000 519,150 187,500	1,530,27 195,000 20,000 62,500	7 3,464,172 0 595,089 0 318,626	11,895 14, 69,288 139, 9,115 22, 5,401 13, 5,186 10,	042 692 1 17 7 856 9 15 0 008 1 0 0	3 1 4 3 15 0 5 1 8 5 0 0	87 135 33 48 100 104 32 52	Orlean Paris a Paris a	d of Fra and Av is, Tours and Lyon and Orle	ignon & Eord ns	leaux 2	1,280,0 2,400,0 2,000,0 2,500,0 -600,0
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	STATE WORKS.	Length in miles	Cost.	Income.	Expend.	Income.	Expen	The 13 to	State C 17 feet v	anals vide, a	arc all 4 nd 80 to	feet d	leep, and et in leng	the locks
1 Y.	Black river canal	35	1,524,967					Th	e six n	illion	s paid	to th	ne canal	fund fr
" 3	Cayuga and Seneca	64	237,000 1,251,604		10,953	24,618	14,443	aucti	on and	salt	duties	are i	not incl	uded in
" 4	Chemung	23	684,600		14,486	14,385	12,740	Black	ate of	cost. canal	s rean	ire la	rge sun	ey and os for th
" 5	Chenango	97	2,420,000		15,967	22,179	15,960	comp	letion.	the in	terest o	of wh	ich addi	tional s
	Crooked lake	8	156,777	461		1,498	3,951	is mu	ch gre	ater tl	nan the	estin	nated gre	oss inco
. 1 4	Erie—enlargement of		12,648,852		• • • • • • •	• • • • • • •	• • • • • • • •	of the	ese can	als v	rhen fi	nishe	d. The	sums
, 9	52 miles opened, cost \$1,500,000	120	3,739,000		13,819	19 641	15,557	quire	d to coi	nplet	these	two o	canals a	re \$2,0
10	Oneida lake	6	50,000			621	1.636	finish	ed \$5.5	53 00	0 and s	12 40s	9,000; a	n exper
11	Oswego	38	565,437		22,742	56,165	28,599	ture i	ncurre	d on e	stimate	ed inc	comes (a	dmitte
a. 12	Beaver division canal	25				7,381	5.386	be lib	eral,) o	f \$39	,000 aı	nd \$1	4,000 re	spective
19	Delaware canal					109,278			e total	receip	ts fron	n the	works o	f Penn
	Seneca river towing path					381		vania	for 18	43 w	ere \$1	,019,4	401; for million	1844
	Columbia railroad		4,204,969			443 336	205 067	2771					as follo	
	Eastern division					179,781	138,915	Cana	l tolls.	p. 20.	-			578.
ITGI	Juniata canal	93 7	1 200 401			351,102	200010	Railr	oad tol	Is.	-			252
20	Western division canal	361	1,020,401			001,102	240,040	Moti	ve pow	er,	-	-	-	319,
21	North branch Susquehannah canal	73 5				*** ***		Truck	ks,	- noc		116		13,
22	West " " " Hocking canal	72		• • • • • • • • • • • • • • • • • • • •		101,949	57,633	and 4	10n 3500 579 40	50,922 4 from	15 1FOI	m 118	of canal	i railre
io 23	Hocking canal	56	975,130			5,286		Th	0.00,20	a of	Obio	minos	or canal	her a
24	Miami canal	85	1,660,742	68,640	38,826	77,844	22,341	perty	tax of	51 m	ills on	the o	ipported dollar.	There
20	Miami extension		2,856,636			12,723 unfin'd.	1 '	853 n	niles of	cana	in the	State	e. which	vielde
27	Muskingum	35 91	322,000 1,627,318			00 905	15 000	1843	\$471 6	23 21	nd in	1844	\$515 393	3 the
28	Ohio	334	4.600.000		123,398	343,711	112 010	1st Ja	in. '43	heing	\$15.57	77.233	3. The	increas
29	Wabash	91	3,028,340			48,589	12,817	44 01	zer '4.3	is onl	V 564.5	1 /U. L	hough t	ne veai
	Walhonding		607,269			1,977		nas e	ry than	lag	before	know	ase thro	ugnout
. 31	Western road	31	255,015			8,747		Count	asa Ol	:11:	one on	cand	ry work	e wield
	Sundry works	-	11,000,000			••••	• • • • • • •		ne wha			Sunu	uy work	s yielu
. 34	Sundry works		10.000.000					Th	e centr	al rai	lroad v	rields	above (6 per c
ch 35	Central railroad	110	1,842,308	149,987	75,960	211,170	89,420	and i	s the o	nly S	ate wo	ork-	the Erie	canal
36	Southern railroad	68	936,295	24,064	7,907	60,341	70,000	repte	d—whi	ch is	able to	stan	d alone.	
		Length in	Cost.	1843.			844.	Div.	Value	1			IARKS.	
			Cost.	Incom	e. per		ome.	per	c.f	1		REM	TATE IF 12'	
		miles.	Cost.		Nett. cen	t. Gross.	Nett.	per cent.	stour.			REM	IAKKS.	
	Blackstone	miles.		Gross.	Nett. cen	t. Gross.	Nett.	cent.	stock.			REM	IAKKS.	
	BlackstoneBald Eagle Navigation	miles.	400,000	Gross.	Nett. cen	t. Gross.	Nett.	cent.	stock.	w	e may	, perl	haps, ats	ome fu
	Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.).	miles.	400,000 1,000,000	Gross.	Nett. cen	t. Gross.	Nett.	cent.	stock.	time	be ena	, perl	haps, at s	ome fu
	Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio	25	400,000 1,000,000	47.637	Nett. cen	t. Gross.	Nett.	cent.	stock.	lars	be ena	, perl	haps, at s to give t canals.	he part
	Blackstone. Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota.	25 	400,000 1,000,000	47,637	Nett. cen	t. Gross.	Nett.	cent.	stour.	lars T	be ena of all the Che	r, perlabled these esapea	haps, at s to give t canals.	the part Ohio ca
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake.	25	400,000 1,000,000 12,370,470 300,000	47,637	Nett. cen	t. Gross.	Nett.	cent.	26	lars Tis no	be ena of all the Che of yet	r, perlabled these esapea com	haps, at s to give t canals. ike and to pleted to	Ohio can the
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake	25 	400,000 1,000,000 12,370,470 300,000 3,500,000	47,637	Nett. cen	t. Gross.	Nett.	cent.	26 31	lars Tis no mine	be ena of all the he Che of yet es, hence	r, perlabled these esapes compee its	haps, at s to give t canals.	Ohio can the cincome
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Farmington	25 184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000	47,637	Nett. Cen	190,693	Nett.	cent.	26 31	time lars Tis no mine Ti	be ena of all the Che of yet es, hence he enla	r, perhabled these esapes compete its argem	haps, at s to give t canals. ake and t pleted to trifling tent of the	Ohio can the income ne Sch menced
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake Schuylkill. Farmington James river and Kenhawa. Middlesex	25 184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000	47,637	Nett. cen	190,693	Nett.	cent.	26 31	time lars Tis no mine Til kill o	be ena of all the Che of yet es, hence he enla canal he	r, perhabled these esapea comp ce its irgem has be	haps, at s to give to canals, ake and opleted to trifling tent of the	Ohio ca o the cincome income ne Schi menced
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit.	miles. 25	400,000 1,000,000 12,370,470 300,000 3,500,000	47,637	Nett. Cen	190,693	Nett.	cent.	26 31	time lars Tis no mine Til kill of	be ena of all the Che of yet es, hence he enla canal he he Mon	r, perhabled these esapea comp ce its irgem has be	haps, at s to give t canals. ake and t pleted to trifling tent of the	Ohio ca o the cincome income ne Schi menced
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan.	miles. 25	400,000 1,000,000 12,370,470 300,000 3,500,000 2,000,000 2,900,000	47,637	Nett. Cen	190,693	Nett.	cent.	26 31	time lars Til is no mine Til kill o for o of it	be ena of all the Che of yet es, hence he enla canal he he Mon	r, perhabled these esapea comp ce its irgem has be	haps, at s to give to canals, ake and opleted to trifling tent of the	Ohio ca o the cincome income ne Schi menced
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark.	miles. 25 184 12 13 108	400,000 1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000	47,637	Nett. Cen	190,693	Nett.	cent.	26 31	time lars Till is no mine Till kill for o of it	be ena of all the Che of yet es, hence he enla canal he he Mon	r, perhabled these esapea comp ce its irgem has be	haps, at s to give to canals, ake and opleted to trifling tent of the	Ohio ca o the cincome income ne Schi menced
	Blackstone. Bald Eagle Navigation Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake Schuylkill. Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water.	miles. 25 184 12 13 108 10 43	400,000 1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000	47,637	Nett. Cen	. 190,693	Nett	cent.	26 31	time lars Till is no mine Till kill for o of it	be ena of all the Che of yet es, hence he enla canal he he Mon	r, perhabled these esapea comp ce its irgem has be	haps, at s to give to canals, ake and opleted to trifling tent of the	Ohio ca o the come income ne Schi menced slately:
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ce	4 Boston and Maine extension	. 26	6	1,863,746	6	1			5 144,000			9 147,615				. 1 71
66	6 Boston and Providence	. 41	1	1,886,135	5 none.	18,600	0 100	233,388	8 110,823	8 6	282,701	1 156,109 7 195,163	9 6			
**	7 Boston and Worcester	. 21	1	250,000	0 not stated	d[.		. 17,500	0 7	17,737	7				
11 -	9 Charlestown branch			. 280,260	0		.			13	34,654	4 13,971 8 227,920		80		
66	10 Eastern	. 50	0	1,150,000	l 0 justopn'd	d					. 42,759	9 26,835	5	. 119		
"	12 Nashua and Lowell	. 14	4 1-2	2 380,000	0			. 84,079	9	. 8	94,588	8 34,944	4 10	126		
66	13 New Bedford and Taunton			. 172,883	23 unfin.				1 24,000							
££	15 Norwich and Worcester	. 66	6	2,290,000	0 900,000	0 16,535	5 100	162,336	6 24,871	1	230,674	4 99,464	3	67		. 691
66	16 Old Colony	. 4	4	67,820 63,075	0 unfin.							1::::	1			
£6]	18 Taunton branch	. 11		250,000	0				. 20,000	8	96,687	7 20,000	0 8	120		1
. 16	19 Vermont and Massachusetts 20 West Stockbridge	. 3		41,516	200	0	100	1			1		4			
66 6	21 Western, (117 miles in Mass.,)	. 156		7,686,202	24.686.202	2 30.000	0	573.882	2 284,432	2	753,753	439,679	3	981		971
68 5	22 Worcester branch to Milbury	. 74		8,431 1,244,123	3						. 150,000			26		33
Con	24 Hartford and New Haven	38	8	1,100,000	0 100,000	0 10,000	0 100							93		
11 6	25 Hartford and Springfield	. 48	8	2 600,000 2,600,000	0 650,000			113,889	9		. 154,724	4 79,845	4	29		32
N.Y.	27 Attica and Buffalo	. 31	1	336,211	1			. 45,896	6 7,522	2	. 73,248	8 48,033	3 0			
	28 Auburn and Rochester	. 26	6	1,796,342 766,657	2 200,000		0 100 1331	189.693	3 112,000 1 27,334	0	. 237.667	7 152,007	7 6	109		103
66 3	30 Buffalo and Niagara	. 22	2	200,000	0	. 1,500	0							. 100		
61	31 Erie, (446 miles,)	. 53			0						126,020			271		311
11	33 Harlem	26	6	2,250,000	750,000	0 30,000	0				. 140,685	5 62,399	9	. 61		621
66 3	34 Hudson and Berkshire	. 31	1	5 5,613		0 29,846	. 50					9 1,789	9 0			
66 3	36 Mohawk and Hudson	. 17	7	1,317,893	3 400,000	0 10,000	100	69,948	8 58,780		. 79,804	4 45,763	3 0	561		
11 3	37 Saratoga and Schenectady	. 22		303,658				. 42,242	2 3,000	1	34,666	6 8,455	5 0			
" 3	39 Syracuse and Utica	. 53	3	1.115.897	none.	16.000	621	1 163,701	1 72,000	0	. 192,061	1 120,992	8 8	117		
" 4	40 Tonnawanda	. 43	6	727,332 180,000	2			76,227	7		. 11 ,177	7 75,865	5 5	90		
11 4	41 Troy and Greenbush	. 25	4	475,801	0	[]	(:::)	44,325	21,000	4?	38.502	9,971	21	90		
20 4	43 Utica and Schenectady	. 78	3	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132 112		
66 4	44 Camden and Amboy	. 26	0	000,000									00000			
# 4	46 New Jersey	34	4	2,000,000	0									951		
Pa.	47 Paterson	26	6	1,000,000	0								6			
66 4	49 Cumberland Valley	46	6	1,250,000	0											
46 5	50 Harrisburg and Lancaster* 51 Hazleton branch*	10)	120,000												
" 5	52 Little Schuvlkill	29)	900,000												
" 5	53 Blossburg and Corning 54 Mauch Chunk*	9		100,000												
" 5	55 Minehill and Schuylkill Haven	00	1-2	2 396.117	25.000	7.019	50			12		1	12	80)	
" 5	56 Norristown	20	0	800,000 400,000										61		
" 5	58 Pottsville and Danville	29	1-2	211.500.000)											
" 6	59 Reading.	94		9,457,5707	7,447,570	40,200	50				597,613	313,511		25		241
" 6	61 Williamsport and Elmira.	25		400,000		1	1 1	+20,0001)					1 1		
Del. 6	62 Philadelphia and Baltimore	93	3	4,400,000				43,043	3 200,000)	(·······)	510,000		151		15
Md. b	64 Baltimore and Ohio. (1st Oct.)	1188	3	7,623,600				575,235	279,402	()	558,620	346,946	()	481	7	
" 6	65 Baltimore and Susquehanna	58 38	3	3,000,000									1	21		
Va. 6	67 Greensville and Roanoke	18	3	284,433	37.544	2.000	100		71,691		25 368	6 074		28		
" 6	69 Petersburg	63	3	969,880 2 1,454,171	63,000	7,690	100				122,871	72,898	3	77		
16 7	70 Richmond, Fredericksb'g and Potomac*	76	,	800,000							185 243	85 688	6			
" 7	71 Richmond and Petersburg* 72 Winchester and Potomac*	22 32	2 1-2	500,000										1	1	
N. C. 7	73 Raleigh and Gaston	84	1-2	21,360,000												
S. C. 7	74 Wilmington and Raleigh	161	1	1,800,000 .												
" 7	76 Columbia	136 66	5	5,671,452		34,410	75	201,464	77.456		532,871 1 328,425 1	140,196	5	••••		
Ga. 7	77 Central	190	1 3	3.000.000	500 000	22 500 1	100	201,464	93,190		328,425 1 248.096 1	180,704 147.523				
" 7	78 Georgia	147 1	11-99	2,650,000			2	1248.02611	1158.2071.					1		
Ky. 8	80 Lexington and Ohio	40)	450,000	170,000		1100 1.				35.000	15.000		1 1	1 1	
Ohio 8	81 Little Miami	40		400,000				())						
Ind. 8	83 Madison and Indianapolis.	40 56		212,000												
Can. 8	84 Champlain and St. Lawrence	15	1	212,000												
					1								Ty	A		

Correspondents will oblige us by sending in their other item added to it, viz. the amount of salaries paid and America on the one hand, where everything has communications by Monday morning at latest.

PRINCIPAL CONTENTS.	
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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Mexican Gulf railroad Railroad items, etc.....

Thursday, November 13, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 22,095 13 tons, and by canal 9,056 08, making 31,151 01 tons for the week. EY RAILROAD.

From Pottsville and Port Carbon-total....344,172

From Schuylkill Haven—total	347,537
Tetal by railroad	710,253
From Pottsville and Port Carbon-total	144 928
From Schuylkill Flaven—total tons	. 41.322
From Port Clinton	46,079
Total by canal	232,330
Total by railroad and canal	942,584

LEHIGH COAL TRADE. Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, -166 679

Room run do., 64,774 Beaver Meadow railroad and coal co., From Penn Haven-Hazleton coal co. From Rock Port-Buck Mountain coal co., 20,569 383,844

PINE GROVE COAL TRADE.-total41,734 MINEHILL AND SCHUYLKILL HAVEN RAILROAD total tons.....388,098 MOUNT CARBON RAILROAD—total tons....229,381 Miners' Journal.

WESTERN RAILROAD.-Receipts for week ending No

vember 1.		
	1845.	1844.
Passengers	\$5,947	\$5,538
Freight, etc	13,484	10,485
Total	.\$19.431	\$16.023
Net gain this week		3.408
Net gain previously since	Jan. '45	41,130
Total gain		44,538

READING RAILROAD.—A comparative statement of the business of the Philadelphia and Reading rail-road, for the week ending October 25th, 1845, as compared with the corresponding week last year. Coal

Week ending Oct. 25, 1844..\$18,129 34.13,534 02 " 25, 1845.. 27,868 00.19,355 10

Canal Tolls .- The following statement from the Albany Atlas, in relation to the canal tolls, is given in precisely the form such reports should be always given; as it enables those who read it to give

to "collectors and their clerks, inspectors," lock tenders, etc., on each canal. Will the editor of the Atlas please make this addition to his next monthly statement and send us his paper in exchange for the Journal?

"The amount collected for tolls in the month of September, over and above the salaries of collectors

their cle	erks, inspectors	, etc., is as	follows, viz
	nal		
	lain		
			7,806 02
Cayuga	and Seneca		4,267 31
Chemu	ng		2,605 88
Crooke	d lake		166 14
Chenan	go		2,515 49
Genese	e valley		2,838 41
Oneida	lake		36 39
Seneca	river	••••	40 70
		\$35	9,923 84
Tolls fo	or September, I		

\$60,474 39 This shows an increase in the month of Septemer, 1845, over the same month in 1844, of \$60,474, The increase is a fraction more than 20 per cent.

We have received a "Circular letter to the stockwere carried from Boston to Albany via New York said at the close of the letter,

"Should the extreme low rates of fare on the river and sound continue, and become a permanent benefit, or without loss to the stockholders, is in the minds of a majority of the board, doubtful; but -231,453 they are united in the opinion that the experiment 69,751 should be tried."
62,071 The letter is s

The letter is signed by George Bliss and William Jackson, Esqrs., a committee of the directors and both gentlemen well known in the railway world, who appear quite satisfied with the conclusions at which they have arrived-though we are not, and shall therefore refer again to their circular.

The English, not satisfied with 8 or 10 Railway Journals whose labors are devoted exclusively to that cause, are adding a sort of supplement to other papers. Thus the Economist, a very able weekly publication, tacks on an additional sheet which is calls the "Railway Monitor." An article from a late number has been copied into many of our newspapers and will undoubtedly be perused with much interest, as it gives a condensed and general review of all railways either in existence or chartered. In another number we find an article commencing as follows:

"The Construction of Railways by Governments or Private Enterprize. -- It has long been a subject of grave political and economical discussion, how far desirable that the government of a country should undertake or interfere with, matters of indus try and even public national improvements. In some of the old European states, and in France in particular, every employment and occupation is less or more under the particular surveillance of the state, from the internal management of a boarding school to the construction of a railway."

The Monitor then observes, further on:

"To appreciate fully the comparative advantages

been left, as much as possible, to private enterprize, and to the continental countries, where everything has been retained, as far as practicable, under the direct superintendance and management of the state. Whether we look to the extent to which great im-provements have been carried, or to which they minister to the convenience and advantage of the public. the contrast is very striking.

"Our attention is called to this subject by the pre-sent extraordinary state of the public mind in re-gard to railway undertakings, and by the fact that it has with many become a question of grave doubt whether the advantages of the system adopted by us whether the advantages of the system adopted by us will not deny, much as we place an implicit faith in the ultimate advantages of free competition in all matters, that there are apparent serious evils con-nected with our system, from which that of state regulation, pursued on the continent, is free. But we believe the disadvantages of our system will be found either more apparent than real, or, at least, that they are more than counterbalanced by other advantages."

The writer obviously labors under the misapprehension that all has been left to private enterprize here as in England, in place of which the great line of railway of the state of New York executed by private enterprize is not permitted to enter into comholders of the Western railroad corporation upon petition with the Erie canal, a government work.the fares and income of 1845." It is well known He may therefore add to the other evils of the systhat there has been a falling off in the passenger re-tem, monopolies of the most odious character .ceipts for the through travel. This is ascribed to the This whole subject has been thoroughly discussed rivalry by the sound, by which route passengers in the columns of this Journal during the last six years, the system is pretty nearly abandoned as refor \$2 to \$2 50. Doubts are expressed as to the pos- gards the continuation of old or the commencement sibility of carrying over the Western railroad at of new works in all the states, and the policy of selsuch rates without ruining the work, though it is ling out will not improbably be broached in New York and Michigan the coming sessions. Pennsylvania, Illinois and Indiana have already disposed of some of their works and Canada is alone at arrangement for the next season, it may be necessary and best, to meet it, by running a special train for through passengers, at very low rates; provided it can be done without an essential interference with the way business. Whether this can be done with nine years and, during that period, private enterprize has slept. It is now, however, awakening and we have no fear that the results will not confirm the accuracy of the conclusions at which the "Monitor" has arrived. We send a few numbers of the Journal which will perhaps be of interest as containing facts which show the immeasurable superiority of private enterprize over government jobbing -of good faith over repudiation; for it is to the latter that we are indebted for that stain on our national character which no amount of "glory" can wipe

> "The Iron Times" is another large railway paper of which we have been shown one number. It contains a well reasoned article on the so called "railway mania" in England and we very much fear that many people will not live to enjoy the pleasure of seeing that country in our "glorious" condition, A.D. 1837. A few hundred gamblers may be ruined but the nation is advancing in wealth and power more rapidly and on a better basis than during any former period. We hope to see some little of this "mania" here, where it may be truly said railways excite scarcely any interest-so little, that, had the directors of the Erie merely offered the stock to the public, as in England, they would have secured no subscription worthy of notice.

LONDON RAILWAY RECORD .- We would call the attention of our readers who desire more particular and general accounts of English railway matters, to the advertisement of the Railway Record in our advertising columns. This excellent Journal is conducted by John Robertson, Esq., A.M., who has been to each its due. We should like however to see one of the two systems, we have only to look to England connected, we understand, with the railway press from its commencement. We receive it regularly and find it ably conducted, and shall frequently draw in regard to wear and tear of rails. This is an imlargely upon it, in aid of our own labors. Speci-portant subject, and wrong impressions are calculamens of it may be seen at this office and it can be ted to do great injury in the cause of internal imobtained through Adams & Co., or Harnden & Co., provement, arresting, perhaps, their progress. In advantages of their noble state. or Wiley and Putnam. Or we will, on receipt of the number of 16th ult., I see you had a short and the money, order it for our friends at a distance, if good article; may be I shall follow it up; but I am they desire it.

Copies, also of Herapath's Railway Journal, from regular duties." the Railway Chronicle, the Railway Express, Railour office, for all of which orders will be forwarded superintendent of a railroad, to furnish the facts to oblige those who may desire to obtain them.

Kyantzing.

We have been favored with the following remarks from a well known and experienced engineer .-They contain the first definite information on the results of experience on railways in this country which we have as yet met with, though we cannot doubt that others might do something towards establishing the value of this process. The timber referred to-spruce-decays very rapidly as we well know; hence it would appear that the process of incompleting it through to Louisville, though Kyanizing has in this instance been submitted to a they expended a large amount of money, very severe test. If such information follow the expression of our doubts on any project connected with the management or construction of railroads, we shall hereafter be found very frequently calling in question the value of such propositions.

For the American Railroad Journal.

In a recent number of the Journal, I notice some brief remarks touching Kyanizing. Herewith you have a fact supporting the advantage and success of the process, which you may use in any way you judge best.

In 1843 I prepared 1,400 spruce cross-ties by immersion in a solution of sulphate of copper. One of these days when sufficient time has elapsed, you shall know the result.

The Taunton and New Bedford railroad company, in Massachusetts, prepared in the spring and feet long, 6x6 inches, by Mr. Kyan's process. During the past summer, 1845, they were carefully inspected and no evidence of decay was perceptible; a single stick selected indiscriminately, was taken out of the track with a view to a critical examination. It was split open and presented as sound an appearance in every respect as new wood. The spike holes were as sound and the wood as elastic as the first day the spikes were driven. Spruce is probably the least durable wood which could be it would rot in the situation of a cross-tie, in five years. The writer of this article has watched the history of Kyanizing with much interest, and does not recollect any authentic statement of its failure, while he has seen a great many of its success.

Wear and Tear of Railroad Iron.

We agree fully with the writer of the letter from which we take the following extract. "Reliable information" on this subject is of great importance and we therefore desire to receive from each railroad company in the Union, such information on this not only so, they would not only raise the example, not only by subscribing to the capsubject as they may have acquired by experience, up money but they would go themselves and ital but also by enlightening the people upon to the close of the current year; giving the shape, fight the peaceable citizens of Mexico, if once the value of such works and also by giving weight per yard, number of years in use, character in each year, present condition of the rails, etc.; in lives and fortunes to acquire more territory them under way, to carrying them forward of traffic, amount in tons which has passed over it short, any facts which may tend to establish truth .-He says:

so much occupied, that I have little time to spare

We will only say that we esteem it certainly as which they may have learned by their experience on this important subject for publication in the Railroad Journal; we hope they will acknowledge us to be good judges.

Lexington and Ohio Railroad.

This railroad though one of the early ones commenced in the country, has made no progress towards completion for several years past. Its early projectors were not successful \$19,575 per mile, for 93 miles.

and enable her people to compete successthe banner was raised, sacrificing their health, the proper and necessary attention to getting and extend the power of political demagogues, and there will be no difficulty in raising the

"I suggest that you procure reliable information a spade and scarcely a dollar be contributed partly completed to improve the great natural

The time has arrived for the people of Kentucky to unite in the completion of this road to Louisville and not only so, but also to extend it eastward towards virginia, there way Times and the Mining Journal may be seen at one of the "regular duties" of every engineer and connect with the contemplated great work from the mouth of Guyandotte to Richmond or still higher up to connect at Parkersburg, where it must eventually come, with the Baltimore and Ohio railroad. These two roads united will bring through Kentucky for more than 250 miles a portion of the immensetravel between the seaboard and the great west. They must not, however, be content with this; they must also construct another line either to Nashville or to Knoxville, or better still, to both places, and thus open an \$250,000, on the line between Frankfort its easy and cheap communication with the states present, and Louisville its intended western of Tennessee, Alabama, Georgia and South terminus. It will be recollected that we pub. Carolina, who need and must have large lished in a recent number of the Journal quantities of her products, even if they get (July 17th,) a statement of the expenditures them by the way of New Orleans and the upon the entire line and an estimate of the capes of Florida, a distance nearly as great cost of completing the road through from and twice as hazardous as a voyage to Eu-Frankfort to Louisville and relaying the track rope. To us here it seems strange indeed, from Lexington to Frankfort, thus making it that no movements have been made in Kenin fact a new road. The estimate was made tucky towards the completion of this and the by an engineer of great experience, W. R. commencement of other lines of railroad, McKee, Esq., the present engineer and one when we see so clearly what would be their of the lessees of the road, who is well ac- influence upon the development of her abunquainted with the ground and condition of dant resources and prosperity. If the people summer of 1840, about 1,700 spruce cross-ties, 7 the line. His estimate is \$1,820,320, or of Kentucky would raise \$500,000 a year for three years, then \$750,000 a year for There can be little doubt, in our mind, of three years, and then a million of dollars a the productiveness of this road when com- year for four years, and expend the whole pleted through to steamboat navigation at amount, \$7,750,000, judiciously, within the Louisville; and we would call upon the ten years, in the construction of railroads in people of Kentucky to put forth a very small the direction indicated by us above, or otherportion of their energy and public spirit for wise, as may be more desirable, the property the completion of this their only work of im- of the state would increase in value to an selected for track, and it cannot be questioned that provement except their excellent turnpikes, amount equal to twice the cost of the railwithout being submitted to some preserving process at all calculated to develope her resources roads, over and above what it will increase without them; or in other words, if the vafully with those of other states. If it was a lue of property in the state under the ordinawar to acquire teritory, which they do not ry course of events will increase, during the need, instead of an expenditure to improve next ten years thirty millions of dollars, conthat which they now have and sadly neglect, struct four hundred miles of railroad at the there would be no difficulty in raising an cost of ten millions and the property in the amount of money in Kentucky within one state will increase fifty millions of dollars in year which would make this entire line value! Let the prominent, able and leading equal to the best railroad in the Union. And men of the state come forward and set the when not a hand would lift a pickaxe or amount requisite to construct five hundred

people than in any other way possible.

the millions to be scattered by the countless a map that you may see the different routes." multitudes who will pass between St. Louis -a mighty city yet to be-and the seaboard.

It is only for the people of Kentucky to will it, and they may have it. Will they do so ?

We give annexed, a statement of the receipts and expenditures during the past 21 years, upon the 28 miles of road now in use, and leased for a term of years to Messrs. McKee and Swigert for \$17,000 a year.

Total.	Dollars. 57,826-70	2,745.52	27,971-26 114,650-12		000	7,513-21	5,381-22		70				16,073-17	479.75	42,500.00	96.052.96
Sept. 1845.	Dollars. Dollars. 10,034-38 14,464-06	9,635-12 13,036-64	27,971-26		2,583.46	2,091-57	1,690-60	327-78	_	253:35	336-50	592-33	3,257-00	479-75	8,500-00	10 004.30 90 597.70 18 733.55 90 744.68
March 1845.	Dollars. 10,034:38	9,635-12	20,465-73		1,431.81	1,226.94	1,242.94	45.06	2,040.46		575-63	604.04	3,066-67	:	8,500.00	18 733.55
Scpt.	Dollars. 10,319-31	9,813-81	20,466-40		1,700-45	1,779-65	94-698	98.41	1,468-64	149.86	1,044.14	774.56	4,142.32		8,500.00	07.707.70
March 1844.	Dollars.	0,565-15 11,027-18 604-89 540-56	23,373-74 23,372-99		1,663-44	1,510-18	1,052.85	137-52	999-75	553-46	98.888	1,356-76	3,261.57		8,500.00	
Sept.	Dollars. Dollars.	10,565-15	23,373-74		760-28	904.87	525.07	45.60	706-20	:		2,334.92	2,345.61		8,500.00	16 100.55
RECEIPTS.	Freight	Passengers	Total	Expenditure.	Repairs of road.	Machine shop	Drayage	Damage	Wood	Oil	Horses	General expenses	Wages	Hack hire	Rent of road	Total

Watertown and Cape Vincent Railroad

The following extract from a letter received at this office shows that substantial evidence has been given by the people along the line of this contemplated road, of their intention to have it constructed. We hope they may be successful in their intended application in the cities.

"We are actively engaged in our railroad project, but it requires time to satisfiv the road in Oswego and Oneida counties. When former article-of the longest lines and great ward will cross the Mississippi far above

miles of railroad in Kentucky within ten this is accomplished we shall give the cities est thoroughfares in this Union; and accomyears thus confering greater benefits upon the an opportunity to take the balance of the modating a vast number of travellers, be-Adopt this course, and by the time the ready commenced a survey of their road, be- of at least--if we call this route 300 miles, main line shall be completed from Louis- ginning where our's terminates at Cape Vin- and the other 550 miles, allowing 15 miles ville through Lexington to the Virginia cent, and to continue west until it strikes the per hour, and three cents per mile fure, with line near Guyandotte, or to the Ohio still road from the head of the lake to Detroit. one cent a mile for expenses on each routehigher up, the people of Indiana will take it The stock for this last road is all taken in sixteen hours in time and ten dollars in money, up opposite Louisville and carry it forward England, and it was once settled to construct and avoid riding a part of one night. That to Vincennes, and the people of Illinois and it from Toronto to Port Sarnia, but the last is to say, let two persons leave Baltimore at Missouri, to Vandalia and St. Louis; thus account from England is, that it is to be 9 A. M. one going by the way of Philadelgiving Kentucky the benefit of a share of made from Hamilton to Detroit. I enclose phia, New York and Albany, to Canandai-

Railroad Meetings.

Blossom's hotel, for the purpose of taking efficient means to complete a continuous line of railroad between the cities of Rochester and Philadelphia, Nicholas G. Chesebro was appointed chairman, and Henry O. Hayes, secretary. M. H. Sibley, Esq., and Mr. Jared Wilson were appointed delegates to the Williamsport, Pa., railroad convention on the 31st October.'

A meeting was also held at Elmira in relation to the same subject, the proceedings of which we give at some length.

This is moving in the right quarter in an prominently before our readers in No. 36, or as from Philadelphia to Canandaigua-is really one of the most important unfinished lines in the country. When completed, it will be one of the most direct, and the distance from Baltimore to Canandaigua will not much, if any, exceed 285 miles, while by the way of Philadelphia and New York it this is not all, it will form a connecting link between more important lines than any other road of its length in this country if not in the world. Its parallel cannot be found. At At Harrisburg it will connect with the line from Philadelphia to Pittsburgh, and at Williamsport with the contemplated line from Philadelphia to lake Erie at Erie-at Elmira, or Corning, or both, it will intersect the Louis give us an opportunity to add this road New York and Erie railroad from New to our list? It is becoming a matter of too Albany to Buffalo, and at Rochester with the St. Louis New Era, of the 21st October, people of its importance to them. We shall steamboats on lake Ontario, thus, in a distance should lead the people of that region to early shortly have \$300,000 of the stock taken in of less than 300 miles, connecting directly action. The people of St. Louis must move this county, and \$200,000 on the line of the with seven-instead of five, as we said in our soon and vigorously, or the main line west-

stock. Our Canadian neighbors have altween the north and the south, by a saving gua, and the other by the way of York, Harrisburgh and Williamsport, the latter would "A meeting of the inhabitants of Canandai-reach there in twenty hours for \$12, while gua, says the Ontario Repository, was held at the other would be thirty-six hours and forty minutes, and he would, at the same rate per mile as the other, pay twenty-two dollars!

But we will not pursue this subject farther now, as we shall probably soon refer to it again, and more at length, when we receive the proceedings of the two conventions, one at Danville on 29th, and the other at Williamsport on 31st ult., when we may go more into detail.

"Railroad Convention at Cleveland .- By a circular from a committee appointed by the This is moving in the right quarter in an citizens of Toledo, we learn that a railroad important matter. We brought this subject convention is to be held at this place on Thursday of next week, to take into consi-4th of September last, and endeavored to deration the importance of uniting Buffalo show that this route—from Baltimore, as well and Toledo by railroad, so as to divert the travel from the northeastern states to the northwest from passing through the British provinces."

So says the Cleveland Plaindealer. It is time for the people along the contemplated line from Buffalo to Cleveland, Sandusky and Toledo, to move in this matter. We have repeatedly called their attention to it is 550 miles. It also passes through some within the last three or four years, knowing of the most fertile and richest mineral regions that efficient movements would soon be made in the State, abounding in water power. But on the Canada side. Those movements have been made—the stock is said to have been taken in England, and the road will surely be constructed, opening the most direct route possible from lake Ontario, from Rochester Baltimore it will connect with the great and Buffalo, to Detroit and the west; southern line through Washington, and the therefore it is quite time for those interested great western, to Cumberland and the Ohio. in the line on the south side of the lake to be moving.

St. Louis and Chicago or St. Joseph's

When will the citizens of Illinois and St. York to lake Erie, and at Canandaigua much importance for them to let it remain with the railway from Portland, Boston and thus quiet. The following remarks in the

tion of the four great lines from the Atlantic propriety of aiding in the construction of a observation it may fall. Every day develops at St. Louis, viz: from Savannah and Charles- road from Chicago or St. Joseph's so as to stronger reasons why this chain of intercomat St. Louis, viz. from Savannan and Charlesstrike the Mississippi near to this place. munication should be carried into practical ton through Nashville; from Baltimore

The first link in this line of communication operation, and removes doubts from the minds through Virginia, southern Ohio, Indiana and Illinois; from Philadelphia to Pittsburgh, field." and through central Ohio, Indiana and Illinois; from New York, by the New York nia, northern Ohio, Indiana and Illinois; and investigation will be thorough, final and short; and field, to consult upon, and devise some meand Erie railroad, northwestern Pennsylvafrom Boston, through New York, Canada West, Michigan, a corner of Indiana to Chicago, and thence to Galena, or St. Louis, of Georgia, and Alabama have too deep an interest in has been directed to the construction of railor both!!!

This, we are fully aware is laying out work upon a large scale; and many will smile at what they may be pleased to term tion; and then to Macon and Savannah an early posed of at the east. All that it wants is con-"the editor's enthusiasm," but whether they smile in incredulity or in approval-or whether they doubt or believe, it matters not-as certain as the tide of emigration continues to set westward, just so certain will to believe, that an immediate impulse will be ed us to make a statement below of some of Mississippi river-at some point-and we hesitate not to say that, in our opinion, no point on that noble river presents so many claims the part of our citizens, and by a number of to be made the common termination as St. Louis. There is one important recommendapeople of St. Louis have any just claims. Do they ask us to "name it?" It they do an investigation of the whole affair. They we will tell them-action! ACTION!

"Galena and Chicago Railroad .- The Chicago Journal urges that steps be taken to construct a railroad from that place to Gale-The route lies over a level fertile country that will sustain a dense population and yield a vast amount of agricultural produce. It would also terminate in the richest lead region in the world, and would form a close connection between the valley of the Mississippi river and the lakes. A liberal and adsome years ago, and is still in force, and under it a road might now be constructed.

"The Journal states that if such a road were made it would carry to Chicago much lead, and a large agricultural trade that now goes from Rock river to St. Louis. This are lawyers of our own state, and of high repis probable; and it should remind the people of St. Louis of the necessity and propriety of constructing other roads and improvements and sufficient title, and that by the purchase so as to concentrate as much trade at this point as is practicable, and thus make amends for whatever we may lose by the laudable enterprize of other portions of the country. If other towns and cities put forth their energies in the construction of railroads for their own benefit, and St. Louis shall lie inactive and do nothing, she will lose that prominent position which she has acquired and to which she is entitled by her superior natural advan-

would be the railroad from Alton to Spring- of sceptics as to the productiveness of the stock.

The Monroe, Georgia, Railroad.

much better to make a present of it to any company

"From certain unmistakable indications tion would secure both of these results: which have made their appearance within a few days, in our city, we have every reason to our country the present season, has inducgreat thoroughfares be constructed, from the given to a movement, in which we all have the prominent business features of our city: points on the Atlantic here designated, to the a deep interest. We allude to some direct Amount of capital annually employed in action on the part of the company, who a few months since purchased the Monroe railroad. A feverish anxiety has been manifested on correspondents in other counties, whose communications for prudential reasons we have tion, however, for such a termination, to withheld, at the tardiness which has been exwhich we have seen no evidence that the hibited by these northern gentlemen in consummating their negotiation. These gentlemen are now here with their counsel, making are capitalists, of ample means, and with a strong desire to lay hold of the undertaking; and immediately completed to its terminus.

"Our citizens should entertain no apprehension of their ability or inclination to carry out reliable source, that they are ready, and even anxious, to pay the price at which the road was bid off by their agent, so soon as they result of the deliberations of the parties. But the simple facts is, as we have stated. If these the Mississippi river. gentlemen are advised by their counsel, who utation, that the decree made at the last term of our Superior Court, will give them a full they will not be involved in litigation-they will at once pay down the money, consummate the bargain, and apply their means to the immediate prosecution of the work. few days will remove the anxiety of the pubtion, which is now in progress."

Alton and Springfield Railroad.

the necessity of constructing the above road, ly to adventurers in this kind of business.-

them, whereas there should be a concentra- property holders of St. Louis to consider the all capitalists, as well as others under whose

. We regret that neither of the papers at the seat of government, have expressed their views We find the following in the Macon Messenger of as to the feasibility of holding a convention on the 23d of October. It is much to be hoped that the the first Monday of December next, in Springthat no delay will be allowed in the commencement thod by which this work may be put under of operations and the completion of the road. This contract. Letters received in this city, from road occupies too important a position and the people heavy capitalists in Boston, whose attention its construction to have it long delayed. It would be roads in the west, with a view of eventually connecting this fertile valley with the seaboard, that will complete it thoroughly and manage it well, assure us that should a portion of the stock be than to have it remain longer in its present condi-taken out here the residue will readily be dissettlement of the matter is of the utmost impor-cert of action among ourselves, and a proper agent to visit the eastern cities. A conven-

The large amount of merchandize brought

Flour manufactured. 20,000 bbls.
Wheat, equal to 5,000 "
Pork, bacon and beef, equal to 15,000 "
In addition to which Amount of exports:-

In addition to which, as many as 100,000 bushells of wheat are conveyed from the immediate vicinity to St. Louis and Alton by

the producer.

While our neighbors in the north are enjoying the prospect of new and increased fawhich if they do, the road will be put in cilities to a good market, in the completion of thorough repair, laid down with new iron, the Illinois and Michigan canal, it becomes us, the inhabitants of this portion of the state, to cast about and discover how we may create some sure and commodious avenue for the their part of the contract. We learn from a transmission of the fast increasing products of our soil, and those necessaries for which they are to be exchanged; and in the absence of reliable water courses, we know of nothing vantageous charter was granted for this road are satisfied they can get an indisputable title that so well merits favor as suggestions which to it. There is a great deal of street gossip we have from time to time heard concerning about it, and many wise predictions as to the the practicability and expediency of a railroad from Jacksonville and this city, to Alton, on

It is unquestionable that roads of greatest extent have been commenced under auspices less favorable, than would attend the construction of this, which have afterwards proved. most profitable investments-for, when we consider the amount of capital invested in mercantile and manufacturing purposes here, and at Jacksonville, which, at the lowest calcula-tion, exceeds one and a half millions of dollars, per annum; especially as the principal lic, and give us the result of their investiga- exports of this region are of the heavier sort wheat, corn, pork and beef-exceeding in weight ten thousand tons-it cannot be denied The following article, bearing directly upon that such an undertaking promises most fairwe take from the Sangamon Journal of the The advantage which would accrue to our It would be well for the capitalists and 9th inst. We commend it to the attention of farmers, is not easily realized, and would not

examination of the subject.

grower. Furthermore, all the commissions people to the utility and bearing of this great action is secured, the road will be built attending sales would then be retained within channel leading into the domestic wealth of a the limits of our state, and tend to the advance-sister state, and the effects such a work will would naturally spring up between them, this subject, of an intelligent and enlightened home consumption.

cannot be to early in making efforts, for conadvantage to our interests.

Williamsport and Elmira Railroad.

Public notice was given in the papers of the village of Elmira, that the citizens of Elmira and vicinity would meet on Saturday, the twenty-fifth inst., at the Eagle tavern, to consider and interchange views relative to the completion of the Williamsport railroad, from Ralston to this place, and thus connect the improvements of the two great States, New York and Pennsylvania. At the appointed time and place, large numbers of the citizens interested in this noble project assembled, and among them were seen the most active, intelligent and enterprizing part of the population of this part of the valley of Che-

The meeting was called to order by the Hon. Samuel G. Hathaway, Jr., who stated to the assemblage in detail the object of the meeting, and the advantages that would result to this village and vicinity, by the rapid completion of this great connecting link between the two states—he also remarked upon and showed that Elmira was not the only place of large business that would be materially benefitted by the completion of this long contemplated work-Geneva, Canandaigna and Rochester, and the large villages east of Geneva, filled with their iron, coal. and hardware merchants and dealers, who furnish western New York with these staples of the state of Pennsylvania, would also be very much benefitted, and ought to be her coal mines.

William Hoffman, of the town of Elmira,

lage of Elmira, was appointed secretary.

following persons delegates in pursuance of ed to 2 o'clock, p.m. said resolution :-

Simeon Benjamin, James Hepburn, Silas Haight, J. D. Baldwin, Warren Mills, Wm. Maxwell, I. B. Gregg, Wm, Hoffman, John Hamilia, Dr. E. L. Harming, Dr. E. L. Hamilia, Stevens, Samuel Patridge, Noah H. Robin-committee, to be the directors of the road.

On motion of Simeon Benjamin, it was be authorized and requested, in case he is untend in his place.

Col. Hathaway hoped that the delegates who should be unable to attend, would be active in procuring some suitable person to represent them in the said convention, as it was desirous to have as large a number as possible, to represent the feelings and interest felt in the completion of this work by the citizens of this village and vicinity.

It was Resolved, on motion of Col. Hathrelation to this improvement be appointed by the president, to consist of three persons.

the natural wealth of her hills, the scene of the officers of this meeting, and published in the construction of such substructure. the village papers.

vice president; and on motion of Chester B. to see that the citizens of this village are ta- are disposed to enter into no controversy with

probably be credited except upon an attentive Evans, Esq., George B. Wood, of the vil-king a warm interest in the completion of the above work. The attendence at the meeting A bushel of wheat, which now costs in transportation to St. Louis, at least 15 cents marks of an intelligent character were subin the most favorable condition of our rivres mitted to the assembly by Simeon Benjamin, ested in this work than in any other which and roads, and affording by the latter route the president, W. R. Hopkins and C. B. Ev- has been projected. We hope that the first even at that price an inadequate recompense ans, Esq., and which created an interest for demonstration will be followed up, and that to the carrier, could be placed in Alton, where this work, more ardent, and better timed, than no effort will be released until entire and comit would be quite as well situated with regard has of late been suggested or felt among the plete success has been attained. The present to market, for 8 cents per bushel, at the most; people here, in relation to this improvement, and the same may be said with reference to The certain prospect of the speedy completion of the Pennsylvania friends of the road, should all other produce of the country, which would tion of the New York and Erie railroad be met with a corresponding feeling on the be a difference directly into the pocket of the seems to have aroused the enterprize of our part of its New York friends. If concert of

Boston and Montreal Railroad .- A full, ment of our own mercantile interest, as under have upon the property and business inter-those circumstances Alton would soon be to course of southern and western New York, says the N. H. Patriot of October 30th, of us, what St. Louis is now-a depot for our with the rich factories of industry in north stockholders in this road-(a continuation of imports as well as our exports—and inciden-ern, and the central portion of Pennsylvania; the Concord road through Sanbornton, Meretal to this, the rivalry for our custom which and after the free interchange of opinions on dith, Plymouth and Haverhill, to the line of Vermont)—was held at the Town Hall, in would necessarily operate much to our advan-character—it was resolved, on motion of Sithis town, on Wednesday last, composed of tage in the purchase of coffee, sugar, etc. for las Haight, that a committee of thirty citi. zens be selected by the meeting to attend, and the road; from Bath, Lyman, etc., north of With these considerations before us, we meet the citizens of Pennsylvania, in the con- its northern termination in New Hampshire; vention in relation to this work, to be held at and from Boston, Portsmouth, Derry, etc, etc. summating a project fraught with so much the borough of Williamsport in the state of Hon. Josiah Quincy, of Rumney, appointed Pennsylvania on the 31st inst.; and there chairman, and Hon. Charles Lane, of Mereupon the meeting selected and appointed the dith, secretary. The meeting then adjourn-

Afternoon .- Mr. Hibbard, of Bath, report-

Hamlin, Dr. E. L. Hart, W. R. Hopkins, Messrs. Goodall, of Bath; Swazey, of Haver-Wm. Post, Mordeica Ogden, Jared Arnold, hill; Morse, of Rumney; Russell, of Ply-George Sly, S. G. Hathaway Jr., Wm. M. mouth; Beman, of Meredith; Cate, of North-Gregg, Isaac H. Reynolds, T. S. Satterlee, field; French, of Concord; Train, of Boston; Ezra Canfield, James Dunn, John L. Smith, Thom, of Derry; and Moulton, of Lyman; Nathaniel Johnson, P. C. Ingersoll, Doct to report to the meeting the names of seven Foote, B. B. Payne, W. R. Judson, Daniel individuals, suitable, in the judgement of the

The committee reported the following list who were nearly unanimously elected, as fol-Resolved, - Each delegate hereby appointed, lows :- Timothy Farrar and E. H. Derby, be authorized and requested, in case he is un-able to attend, to procure a substitute to at-seph A. Gilmore, of Concord; Zenas Clement, of Sanbornton; Stephen C. Lyford, of

The following resolve undergoing slight modification, was adopted with entire unanimity:

Resolved. That the board of directors of the Boston, Concord and Montreal railroad be hereby instructed, so soon as the route shall be in the proper state of preparation, to receive proposals for constructing the railroad from away, that a committee of correspondence in Concord to Connecticut river, at Wells river, or the mouth of the Amonoosuc river, in the north part of Haverhill; but to close no con-The chair, after consultation, announced tracts for said construction, till a sufficient interested in a communication that would en- as such committee, Samuel G. Hathaway Jr., and available amount of stock shall have been able them, with little expense and inconvenience, to supply themselves with this part of the necessary industry of Pennsylvania and solved, That these proceedings be signed by

The utmost harmony characterized the en-And on his motion, Dr. James Hepburn, of the village of Elmira, was made president; James Hepburn, president; Wm. Hoffman, tire proceedings of the assembly. All who of the village of Elmira, was made president; George B. Wood, secretary. took part in discussion, did it in a spirit clearly William Hoffman, of the town of Elmira, Williamsport Railroad.—We are gratified evincing that, while the friends of this route

those of other roads, they are determined to conduct their own operations forward to entire completion.

This looks very like going ahead, and we have much confidence in the success of the enterprize, and shall be gratified to see their notice to contractors .-We shall be sure to insert it with a flourish if it is sent to us in time, which they will surely do if they know their own interest: at least we think so.

" Columbus and Cleveland Railroad .large public meeting has been held at Millersburgh, Holmes county, which resolved to tender and solicit an examination of the tract from Wooster to Mt. Vernon through Millers burgh, for the road. The advantages of this route are very favorably set forth, in various aspects, and, in the event of that route being the result should be to impair these receipts, it will be selected, they propose that the county of the duty of the board to revise the rates now adopted, Holmes subscribe to \$30,000 of the stock .-The counties along the route selected ought to come forward and subscribe liberally to the stock."

The people of Holmes county must subscribe more than \$30,000, if they would have the road come their way, that amount would not build more than 2 to 21 miles. That wont do; that amount would hardly pay the interest on the increased value which the The latter valley is penetrated by a railroad conroad would give to the property of the county.

Cleveland and Pittsburgh Railroad .- The commissioners and stockholders of the Cleveland and Pittsburgh railroad company will hold a meeting at Ravenna on the 29th inst. lue over thirty-three per cent." for the purpose of electing officers and organizing the company. The important work of with spirit, and pushed through.

Col. S. Dodge has for some weeks past been engaged in making a survey of the route But if all can be raised together and nearly alike, between Cleveland and Wellsville, and we understand will complete the survey to this city to-day. The route is found to be very feasible, the grade light, and the road one of lie leader .- Portland Adv. easy and cheap construction.—Cleveland Herald.

Cleveland is truly waking up. A railroad to Columbus and Cincinnati, another to Pittsburgh, for which the surveys are now making.

Mexican Gulf Railway. - From the following, which we find in the New Orleans Picayune of 3d November, we learn that New Orleans is beginning again to put forth her energies in the way of railroads. We like this-and would ask, when will

" Among the various improvements of public importance going on in and about this city at present, we take pleasure in alluding to that of the Mexican Gulf railway, commenced some years since, and now going ahead bravely. We look upon this work as one of the most important ever undertaken in our city or state, and rejoice at the prospect of its final comptetion. Not only is it important in a commercial point of view, but when finished it will afford facilities for the finest game and fish markets in any city of the south, besides conveniences for fine bath-

ing and the enjoyment of the breezes of the gulf.
"This road is now open a distance of seventeen miles, and by reference to the advertisement in another column, it will be seen that on and after Thursday next, an extra train of cars will leave the depot road as Millaudon's canal, opening to lake Lery, and affording the finest hunting grounds for sportsmen.

The passenger tall will continue to later the deposition of the fine and affording the finest hunting grounds for sportsmen.

The passenger tall will continue, as at present, to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

(CHAS. F. M. GARNETT.

Chief Engineer.

"Besides this, thousands of our citizens who have never visited the sugar estates during the grinding season, may be accommodated with a sight of the interesting process of making sugar, as the road runs along through several very extensive and productive plantations. We are only astonished, in fact, that a work of such acknowledged importance should have been permitted so long to lie dormant."

Reduced Fares .- The directors of the Richmond and Fredericksburg railroad company have adopted a table of reduced rates of travel on that road, which is 10 go into effect on the first of December. nection with this action the following resolution was

with the opinion of the committee of citizens of Fred ericksburg and others, who believed the reductions therein made on the present rates will increase the receipts of the company from its local travel, but if and to make such changes in the same as may seem to be called for by the interest of the stockholders."

they will not find it necessary to raise them again.

A Fact for Farmers.—At a late railroad meeting in New Hampshire, Governor Hubbard pointed out a striking contrast between the valleys of the Connecticut and of the Merrimack within that state. necting it with a market—the former is not, as yet. He said:
"That while the farms in the rich and fertile val-

ley of the Connecticut were gradually diminishing in value, those on the banks of the Merrimack, be-

This is a fact, not for farmers only, but for all who study the great rules of public economy. If we have every assurance will be taken hold this enhancement of landed values in one section were the necessary cause of depressions elsewhere, there would be nothing gained for the general wealth. without increasing the public burdens for that purpose, the addition to the common prosperity is a result to be sought by every sound statesman and pub-

The shrinking of the paper on which engravings have been printed to such an extent as to produce se-rious difficulties, has recently been determined by the fact that, on preparing a railway in England, it was found that the engraved chart gave the elevation at a particular place at 413 feet, while the actual levelling proved to be 422 feet; and the plate itself was found to correspond with the latter measurement.— This discrepancy was ascertained to have originated from the practice of hanging the printed sheets on â line in a damp state, when the gravitation prevented the horizantal from being so great as the vertical contraction. This contraction was found to be often Nashville railroad? Will the Picayune please inform us? It is quite time.

"Among the various innered at the contraction was found to be often equal to one in 40, and even 1 in 36, or 3 feet in 200 in the longitudinal, and 5 feet in 200 in the vertical direction. This is an important fact for engineers

Brady's Bend Iron Works, near Pittsburgh, support eighteen hundred persons, including women and children. These works manufacture little else than railroad iron, for which there is a constant de-

WESTERN AND ATLANTIC RAIL-road. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Car-

tersville, in Cass county, on the 20th of October-and to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue, as at present,

NEW YORK AND HARLEM RAIL-Road Company.—Winter Arrangement: On and after Monday, Novem-

ber 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,)
Morrislana, Fordham, Williams' Bridge, Hunt's
Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1 and 3.30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall-8:10, 11:10 a.m, and 1.45, 4.10 p.m.

Leave Tuckahoe for City Hall-8-20, 11-20 a.m. and 1.55, 4.20 p.m.

Leave Williams' Bridge for City Hall—745, 845, 1145 a.m. and 1245, 215, 345, 445, and 545 p.m. Leave Morisiana for City Hall-8-10, 9-10, and 10

a.m., and 12·10, 1·10, 2·40, 4·10, 5·10, and 6·10 p.m. be called for by the interest of the stockholders."

The freight train will leave City Hall at 12.45 p.m.

We are gratified to see the growing disposition at and leave White Plains at 11.10 a.m. All freight the south to test the theory of low fares, and we trust must be at the City Hall between the hours of 10.30

a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every minutes from 7.30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.

1y 46

THE LONDON RAILWAY RECORD,
Edited by Mr. John Robertson, A. M.,
(connected from the commencement with the Weeliy Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Railway affairs.

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BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.
The Daily edition of the Courier, presents to

merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a news-paper,—the state of trade, the prices of merchan-dize, the current news of the day, and the political movements in the various sections of the country— will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF ISUBSCRIPTION. For the Daily Courier, for one year, in advdnce \$8,00
For the Semi-Weekly Courier, for one year... 4,00
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BOSTON AND MAINE RAILROAD.

Upper Route. Boston to Portland via, CharlesGUSTA to ATLANTAtown, Somerville, Malden,
Stoneham, Sonth Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Do-ver, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Wells, Kennebunk, Saco and Scarborough.
Winter Arrangement, 1845 & 6. On and after
Monday, October 20th, 1845, Passenger Trains
will run daily, (Sundays excepted,) as follows, viz.
Leave Boston for Portland at 7½ a.m. and 2½ p.m.
Leave Boston for Great Falls at 7½ a.m., 2½ p.m.
and 3½ p.m. Leave Boston for Haverhill at 7½ a.m.,
21, 21, and 5½ p.m. Leave Portland for Poster at 7½ 21, 31 and 5 p.m. Leave Portland for Boston at 71 a.m., and 3 p.m. Leave Portland for Boston at 72 a.m., and 3 p.m. Leave Great Falls for Boston at 61 a.m., 91 a.m. and 41 p.m. Leave Haverhill for Boston at 62, 61, and 11 a.m., and 61 p.m. Special Train.—A special train will leave Boston

for Andover at 111 a.m., and Andover for Boston at

31 p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, and the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

October 20, 1845. 43 ly

Super't. additional value.

October 20, 1845.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

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TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a jatent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late R.v. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.

No. 4 Sout Fronth st., Philadelphia, Pa.

ACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse " "

2 8-horse

Upright Hydraulic Press. All of which will be sold low, on application to
T. W. & R. C. SMITH.
Founders and Machinists,
May 12tf
Alexandria, D. C.

This Road in connection with the South Carolina Railroad and

the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture

"Sugar, coffee, iron, hardware, etc. "70 "
"Flour, bacon, mill machinery etc. "33; "
Molasses, per hogshead \$9; salt per bus... 22 "
Passengers \$9 50; children under 12 years of age

and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7.

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent. Augusta, Oct. 21 1845.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be

seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1\(\frac{1}{2}\) in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made and they may rely upon being served accord. made, and they may rely upon being served according to order, and also punctually, as a large quantity ing to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective iron and Brass Castings of all descripions.t

ja45ty O RAILROAD COMPANIES AND MAN Lufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 ions. This engine and tender are new, made from common and double refined B. O. iron; sizes; English blister, east, shear and spring steel; Juniata rods; caraxles, made of double refined iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, side.

FROM AU-171 MILES. Road. On and after May 22, 1845, Trains on with will leave as follows, viz:—

Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4 p.m. Leave Worcester, at 10 a.m., and 4 p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads,

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Norwich and New York, at 51 p.m., uany, exceptionally.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 71 a.m., daily, except Sunday, and arrives in Norwich at 91.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

when paid in the cars.

EMERSON FOOTE Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its

value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in as it sets inmost solidity for years.

For sale in lots to suit purchasers, in tight paperad harrels, by JOHN W. LAWRENCE,

JOHN W. LAWRENCE,

Resont street, New York.

142 Front street, New York.

To Orders for the above will be received and promptly attended to at this office.

SUMMER ARRANGEMENT-FARE REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: Infough tickets from Batti-more to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$\frac{1}{2}\$10; Baltimore to Petersburg \$\frac{2}{2}\$7 50; Baltimore to Richmond _7.

Fast Mail Linc .- Leave New York at 9 a.m. and arrive in Philadelphia at 3\(\frac{1}{2}\) p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 111 o'clock p.m. and Petersburg, Va. by 21 o'clock p.m., through to the former city in twelve kews, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply urchaser the expense of turning them out inTHOMAS & EDMUND GEORGE.

N. E. cor. 12th and Market sts., Philad., Pa. 31

BOSTON AND PROVIDENCE RAIL-road. Passenger Notice. Winter Arrange-ment. On and after Mon-day, Nov. 3, the Passenger Trains will run as follows:

For New York—night line, via Stonington.— Leaves Boston every day, but Sunday, at 4½ p.m. Accommodation trains, leave Boston at 8 a.m. and

All baggage at the risk of the owners theneof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm.

W. RAYMOND LEE, Supt. 31 1y

BRANCH RAILROAD and STAGES CON-necting with the Boston and Providence Railroad. Stages connect with the Accommodation trains at Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and inter-mediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat

ALTIMORE AND SUSQUEHANNA
Railroad. The Passenger train runs daily
except Sunday, as follows:

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is anthorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

9 o'clock a.in.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

31 ly Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 24 x 1 inch Flat punched Rails, Bars

BALTIMORE AND OHIO RAILROAD.
MAIN STEM. The Train carrying the
Great Western Mail leaves Bal-

Great Western Mail leaves Baltimore every morning at 71 and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conncting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and, steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumits to pay to the state any demand which the state and Wheeling and the fine Steamboats on "may have against them, with this exception only, "that in case any holder or holders of the capital surrorting to be paid in full, shall not with—washington Trains at the Relay House seven miles from Baltimore, with the various railroad and a branch to Newburgh, in Orange county, then "the said company shall be released from all liability to pay to the state any demand which the state "may have against them, with this exception only, "that in case any holder or holders of the capital "stock of said company heretofore issued and certimate the capital "stock of said company heretofore issued and certimate the capital "stock of said company heretofore issued and certimate the capital "stock of said company heretofore issued and re-3½ p.m., and Providence at 8 a.m. and 3½ p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5½

and 10 p.m. Leave Dedham at 8 and 10½ a.m.,
and 4½ and 7 p.m.

Stoughton trains, leave Boston at 12 m. and

Stoughton trains, leave Boston at 12 m. and

Leave Boston at 12 m. and

Stoughton trains, leave Boston at 12 m. and

Leave Stoughton trains, leave Boston at 12 m. and

Stoughton trains, leave Boston at 12 m. and

Leave Stoughton trains, leave Boston at 12 m. and berland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M. WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

cents per mile for intermediate distances.

SENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles
This Road is open for the trans-

Preight. Rates of Passage; \$8 00. Freight— On weight goods generally... 50 cts. per hundred. On measurement goods 13 cts. per cubic ft.

40 cts. per hundred

On molasses and oil......\$6 00 per hhd.

Goods addressed to F. Winter, Agent, forwarder THOMAS PURSE,

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lex-

Ington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to

15th March) is 6 o'clock a.m. from Lexington, and a.m. from Frankfort, other hours as above. 35 ly

BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

os. from delivery of brick on board.

James P. Allaire,
Peter Cooper,
Murdock, Leavirt & Co.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va. mond, Va.
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J. M. L. & W. H. Scovill, Waterbury, Con.

N. E. Screw Co. Provicence, R. I.
Eagle Screw Co. William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.

Gardiner, Harrison & Co. Newark, N. J. 25,000 to 30,000 made weekly.

18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2½ x ¾ inch Flat Rails.

ALSC—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

25,000 to 30,000 made weekly.

35 ly

AILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 30 Wall st. N. Yark

OFFICE OF THE NEW YORK AND Eric Railroad Company. No. 50 Wall st. New York: September 13, 1845.

"fied, or purporting to be paid in full, shall not with-in six months from the passage of this act, surren-der to the company their stock certificates, and re-"ceive or offer to receive therefor, for every two "shares of stock heretofore issued, one share of stock "to be hereafter issued, then all such stock heretofore "issued, and not so surrendered, shall not be subject "issued, and not so surrendered, shall not be subject "to the provisions of this law; but the state shall re"tain the right to claim upon such outstanding stock,
"and the said company shall pay into the treasury of
"the state, upon the order of the comptroller, any and
"all dividends upon such outstanding stock, and the
"comptroller shall apply the same to the credit of
"said company, until the state shall receive in such "dividends, so much of their said debt of three mill-"ions of dollars and the interest thereon, as would be "the proportion of such outstanding stockholders to "pay, provided the whole debt of three millions of "dollars and interest thereon were collected ratably from all the stock of said company now outstand-"ing."

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and sec"retary of said company, within thirty days after the
"expiration of the six months mentioned in the last preceding section, to file with the comptroller of "the state, a statement of all stocks that shall not thave been exchanged in pursuance of the provis-tions of the last preceding section; and whenever any dividend upon the stock of the said company shall be made, it shall be the duty of the board of "directors to notify the comptroller of such dividend,
"and upon payment of the dividend aforesaid into
"the treasury, the comptroller shall furnish to said
"company a receipt for the portion of such dividend belonging to any stock not surrendered and ex-"changed in pursuance of the last preceding section "of this act, and said company shall surrender to "the holders of such stock the receipt of said comp-"troller in lieu of said dividends."

It will be seen that on or befere the 14th of November next, each and every holder of the stock of the company must decide whether he will avail himself of the provisions of this law by surrendering his stock and receiving one share for every two shares thus surrendered. With reference to holders who neglect to avail themselves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file with the comptroller a statement of all stocks that "shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all possible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors.

398t T. S. Brown, Acting secretary.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. **50**Wall street, on or before Wednesday, the 10th day
of December next. By order of the board of Directors. NATHANIEL MARSH, Secretary. rectors. NATHANIEL MA New York November 5, 4845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

AMERICAN RAILROAD JOURNAL,

CARREST LANGE AND AND ALLEYS AND AND A STREET

AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 47.]

THURSDAY, NOVEMBER 20, 1845.

[WHOLE No. 490, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING. One page per annum. \$125 00 one column 50 00 one square 5 One square "One column "One square "One sq 20 00 . 3 00 One square 1 00 Professional notices per annum.....

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ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY Newcastle Del. (See Adv.)

NY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Company.
SETH ADAMS, Engineer, South Boston, Mass.
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HINCKLEY & DRURY, Boston.

C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass. BALDWIN & WHITNEY, Philadelphia, Pa.

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DAVIS, BROOKS & Co., N. Y. (See Adv.) A. & G. RALSTON & Co., Philadelphia, Penn (See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia. (See Adv.)

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

Messas. Enitors.— As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable since on the Philadel-20 00 phia, Wilmington and 8 00 Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was bro-ken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass cd several miles in advance of the place where the accident occurred; whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

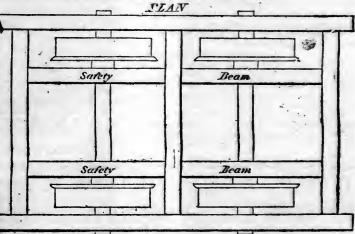
GEORGE CRAIG, Superintendant,

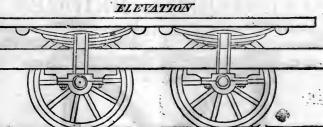
JAMES ELLIOTT, Sup. Motive Power,

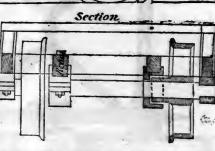
W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation

office, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIF and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material al ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant. Our improve

are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I.

& J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* * Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors ARRESTER, recently patented by

Our improved Spark Arresters

our improved Spark Arresters have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

ATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inchess manulactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Pailroad companies may be supplied with Spikes.

Delivered companies may be supplied with Spikes.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both passenger and freight expensively used during the last year on both pas

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

Fights are kept for sale, at Factory Prices, by I. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

The Railroad company is in the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Georgia Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Wilmington, W. R. M'Kee, Sup't Lexington and Ohio Railroad, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

A. Railroad Company of the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Readi

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitey, of this city, will be promptly executed.

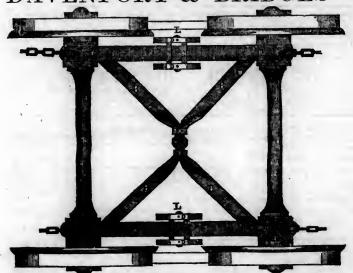
FRENCH & BAIRD. ney, of this city, will be promptly executed.

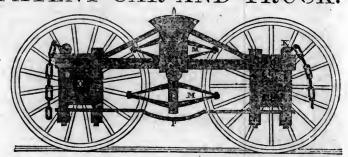
N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasona-

ble terms. e terms. Philadelphia, Pa., April 6, 1844. ia45

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

BRIDGES' PATENT DAVENPORT &





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justlycelebrated invention.

These Trucks are adapted as well for eight-wheeled passenger cars as for These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and casy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, B, as seen in the drawing, and the other peculiarities of construction, made for inside or outside bearing, the weight is equalized upon all the wheels, and yet any one car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired.

These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them.

DAVENPORT & BRIDGES

CAMBRIDGEPORT, April 1, 1845.

DAVENPORT & BRIDGES.

Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf
4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, 1445

President of the Newcastle Manuf. Co.

AllROAD IRON AND LOCOMOTIVE

Tyres imported to order and constantly on hand

A. & G. RALSTON

Iar. 20tf

4 South Front St., Philadelphia.

The NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, ated in the town of Newcastle, Del., Locomotive

Railroad Componies, Iron Founders, and others interested in the rown of Newcastle, Del., Locomotive

Railroad Componies, Iron Founders, and others interested in the rown of Newcastle, Del., Locomotive

Railroad Compound IRON RAILS.

TO RAILROAD COMPANIES and Builly
ERS OF MARINE AND LOCOMOTIVE
ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 4 in calibre and 2 to 12 feet long. terested in the works to which the same relate. Companies reconstructing their tracks now have an op-portunity of improving their roads on terms very ad-vantageous to the varied interests connected with valuageous to the variet interests connected their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

From 4 inches to \$\frac{1}{2}\$ in calibre and \$2\$ to \$12\$ feet long, capable of sustaining pressure from 400 to \$2500 lbs. per square inch, with Stop Cocks, \$T_1\$, \$L_2\$, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, \$G\$8, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.

arehouse S. E. Corner of Third & Walnut Street. PHILADELPHIA

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,

President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1.25 at the mill sites without any trouble on the part of the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

68,497 square leet, with the following thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 it diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x451 feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of

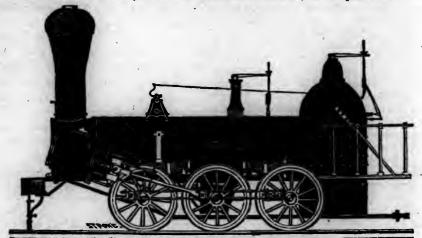
Parker st., containing 6000 feet, with the following buildings thereon standing: Boiler house 50 feet long by 30 feet wide, two sto?

Blacksmith shop, 49 feet long by 20 feet wide. For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Chuadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILI., PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1, 15 inches Diameter of Cylinder, × 20 inches Stroke.

15 inches Diameter of Cylinder, × 20 inches Stroke. \times 24 14 × 20 66 4 . 3, 66 66 121 66 " \times 20 " 66 4. × 20 26 66 " 66 66 66 66 66 66 66 \times 18 101

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

Railroad Convention at Danville, Pa.

Allegheny.

umberland; Thomas Structhers, Warren; Robert Frick, Northumberland.

After the president returned thanks, Mr. said, that as he had been among the original tives, who have retained over three millions projectors of the Danville and Pottsville rail- of dollars for their enterprize, and last, not for us to give more of the speeches than to road, he wished to state the objects for which least, to the consumers, who, by the construc- show the general grounds upon which the it had been commenced, and, if possible, to show the additional reasons for its completion. He said the trade of the state, it was prices they have hitherto paid for their suppassed, and shall take another opportunity to now evident, was not dependant upon its lumber of the state, it was play. This business, however, only in its inber and its agricultural produce. The de itiary progress, and when connected, as it give our views upon it in connection with velopments of time had exhibited a mineral must be, with the great coal and iron region another line—we mean that from Williamswealth that far exceeded our previous notions of the Mahanoy, with the iron trade of Mon-port to the interior of New York.

tour's hill, that has risen so rapidly into imof importance, and the researches had thrown open fields, that emphatically invited the industrious and the enterprizing to partake of the treasure. In the short space of twenty years, our views had materially changed years, our views had materially changedour agricultural and commercial notions had extended to a manufacturing policy, that pro- stated that two years ago we had two anthra- munication between Philadelphia and lake mised a richer and much more glorious re-cite furnaces in blast. Now we had twenty- Erie is employing the thoughts and engrossward. And now, when the public mind was seven in successful operation, producing over ing the attention of every reflecting man of filled with the evidences of a well directed 200,000 tons of metal per annum, and con-business among us; longer, then, to delay measure—with the developments that have suming over 500,000 tons of coal. About action on this momentous subject would arfollowed, and are still presenting themselves 40 rolling mills had also gone into operation gue indifference on our part to our own fuon every side of us-with the certainty that during the same period, and when we con-ture welfare as individuals, and utter disrethe wealth of Pennsylvania lies as much un-template this rapid and unexampled increase, gard of the prosperity of the commonwealth der the surface as upon it—it would not be which, according to the nature of things, to which we owe allegiance as citizens. difficult to realize the advantages of improvemust continue, there can be no doubt of the Therefore, ments that conduct us to the treasures that provision that will be necessary to accommolie within our territory. The fact also that date the trade. At present the product of the the raw material of the country was south of furnaces was over 16,000 tons per annum, from Danville or Sunbury, as may hereafter the Hudson, that the mineral developments but when the business of some half dozen be found to be most advantageous, to Wilwere as yet in Pennsylvania, that the cheap-others in the neighborhood was added, the liamsport and thence to lake Erie by the est and best propelling power in the world is the production of the region through which the consumption of coal not less than 100,000 this convention is deeply impressed with a our work passes, that the agricultural pro-tons. To this may be added again the busi-sense of the vast importance of thus opening duce necessary to sustain us was the staple of ness of the rolling mill and foundries, which an avenue for conducting the immense comour state, that the population, the climate and would make the business of Danville worth merce of our inland seas, so rapidly augthe market, were among the objects that con-looking after, and give importance to the menting, to the Atlantic seaboard, with retribute to our importance, and now, to enable work which was now under consideration. ciprocal trade from the cities there, and espesess, we have only to inquire into our re-sources, and to appropriate them to our use. Williamsport and Elmira roads, and the fact ing a passage for the products of the farm, sources, and to appropriate them to our use. that all this trade was shut from the market the forest and the mines in the northwest reposition. The anxiety of our neighbors on it to market. But without going into the every side of us to secure the avenues and particulars, or of calculating the advantages maintain a monopoly, is not less encouraging: and when we look at the inexhaustible ville and Pottsville railroad, he said it was received a very decided conviction that the connection with the Susquehanna, at the junc-|sent and prospective advantages, would not to the Shamokin coal fields, and thence to

not equal to the demand, and now at 1845, the extension. when over one million will be taken by the Joseph Sanderson, of Philadelphia, rose and tance of this trade to the city-to the opera-

us to enjoy the advantages we actually pos- The facilities presented for a connection with cially from Philadelphia, and also of open-The rich and luxuriant harvest drawn from during the winter, left but little doubt of the gion of Pennsylvania, hitherto neglected in Schuylkill county is an illustration of our necessity of providing the means for carrying the bounty and improvements of the commonstock of coal, iron ore, timber, and all the clear that the Reading railroad, and Schuyl-immediate commencement and early comple-elements for a manufacturing district at the kill navigation company, with all their pre-

tion of the North and West branches—with the able to accommodate the trade. This fact, The convention was permanently organi-Williamsport, Blossburg, and the great Erie he continued, is most emphatically presented zed by the appointment of the following offi-cers: road itself—with the interior iron counties, in the operations of the past, and if we esti-and eventually with Erie and Pittsburg, we mate the prospective increase, and look at President—Charles Frailey, of Schuylkill. can readily realize the objects for which this the present business of the day, there can to work was commenced, and now behold the urgent and emphatic reasons for its comple- in defining and in making manifest our recoming; Philip Rhale, Union; Dr. Phineas Jenks, Bucks; Wm. Ayres, Dauphin; Geo.
A. Colham, Warren; Mathias S. Richards, Berks; — Worrel, Clearfield; Dr. G. N. Eckert, Schuylkill; Ashbel G. Ralston, Philadelphia; Ignatius Garner, Elk; John White, Philadelphia county; Henry Brevoort, Columbia; Robert Park, Chester; J. Taggart, Northumberland; Wm. C. Toby, Allegheny.

urgent and emphatic reasons for its compleint of its compleints. In defining and in making manifest our resources, that there is to traduce and degrade the character of these works, the condition of their stock in the market would present a different aspect. But time is ever interfering with the selfishness of men, and presenting barriers to their schemes that ultimately show their weakness; and while we contemplate which produced 89,984 tons, and advanced the price of land from \$5 to \$100 per acre: the price of land from \$5 to \$100 per acre; of the selfish, we must avoid the rock upon Secretaries—E. O. Jackson, Schuylkill; then at 1835, when 335,686 tons were dis-which they stumble, and after observing the V. Best, Columbia; H. B. Masser, North-posed of; at 1840, when 452,291 tons were current of human wants, trim our sails for

Mr. Higgins, Mr. Tams and others adconsumers; then let him look at the impordressed the convention equally to the point, and with great force, but it is not necessary

were adopted unanimously:

Whereas the vast importance to our agricultural, commercial and manufacturing in-Mr. Donaldson next took the floor, and terests of a continuous railroad line of com-

at Pottsville, ought to and does receive the vention, viz: cordial and earnest support of each and every member of this convention; that it is a work offering assurance of great public benefit and Elmira; Thomas Struthers, Warren; A. G. Lloyd. of investment highly profitable to the capi-Ralston, Philadelphia; Jared Wilson, Hon. of investment highly profitable to the capitalists who engage in its construction, connecting, as it will the great iron region of Co-

Resolved, That this convention cordially recommend a connection to be formed as early as practicable between Williamsport and Elmira or Corning, as may be found most eligible; by extending the railroad from Ralston; that the completion of the work John P. Donaldson, Tioga. would be mutually advantageous to our own state and to the state of New York, prejudicial to no section of Pennsylvania, and profitable to the stockholders.

Resolved, That it be recommended to the legislature of Pennsylvania to incorporate a company to construct a railroad from Danville to Williamsport, by the way of Milton, on the most practicable route, in pursuance of the first resolution, and also an act extending the time for the commencement and completion of the railroad from Sunbury to

Resolved; That we consider the prosperity riff, and we highly approve the suggestion, which has been made through our own pub Elmira, Mr. Knox, of Tioga, Mr. Cobham, lic prints, of calling county meetings throughout the state for the purpose of choosing delegates to represent them about the 1st of December next at a general convention to meet at Harrisburg, in order to furnish congress meet again at 7 o'clock, evening. when assembled, with the voice of Pennsylvania on this all absorbing subject.

Resolved, That a committee of five be appointed to superintend the publication of the lowing resolution was unanimously adopted: proceedings of the convention, and that the resolved, that this convention is decidedly friends of the improvements above designated in favor of a continuous railroad from the city be requested to present statements, embracing of Philadelphia, to connect with the New York such facts and arguments as they may think and Eric railroad, (by way of Williamsport) proper, in relation to the proposed railways, at the most practicable point, and that we will

convention.

The president then appointed V. Best, H. B. Masser, Robert Faries, Thomas Struthers and Dr. Eckert on the foregoing committee.

Rallroad Convention.

to previous notice, assembled at the first presbyterian church, in the borough of Williams-port, Pa., on the 31st October, ult., 1845.

On motion of W. C. Ellis, of Lycoming. The meeting was called to order by ap-

of Corning, secretary, pro tem.

A large number of delegates from the sev-

nia, appeared and presented their credentials. ed until 2 o'clock.

of the following persons were reported by the ings of this body.

form a connection with the Reading railroad nominating committee, as officers of the con-

President-Hon. Joseph B. Anthony.

Mark H. Sibley, Canandagua; Samuel Dick-inson, Samuel W. Morris, Tioga; J. L. Smith, as a corresponding committee, and the follow-

The president tendered his acknowledge-Bostwick, of Corning. ments for the honor conferred by his appointment to preside.

The convention was then ably addressed by

following resolution:

Resolved, That this convention view with deep interest, the measures contemplated for effecting a junction of the improvements in the state of New York with those in Pennsylvain accomplishing an object of such vital im-

of Warren, Mr. Packer of Locoming, and cability of the route. Mr. Sibley, of Canandaigua; and was then unanimously adopted.

After which the convention adjourned to

The convention assembled pursuant to adjournment, when,

On motion of S. Benjamin, of Elmira, the fol-

Resolved, that this convention is decidedly to be published with the proceedings of the use all proper means to effect such connection.

Resolved, That a committee of three be appointed to go to the legislature of Pennsylva-

er, Robert Faries, W. C. Ellis.

Mr. Faries offered the following resolution, eral counties of New York and Pennsylva- which was unanimously adopted

Resolved, That a committee be appointed to

The following persons were appointed as such committee-Robert Faries, Wm. Cox Ellis, Francis C. Campbell, John W. May-Vice Presidents .- Dr. Erastus L. Hart, nard, Robert Fleming, Wm. F. Packer. Chas.

On motion of Mr. Sibley,

lumbia county, as well as the extensive coal fields of Shamokin with the city of Philadelphia by a continuous line of railroad.

Southport; Elijah Sexton, Millport; J. R. ing persons were agreed to. Mr. Sibley, of Canandaigua; Col. Pomeroy, of Troy; Samdelphia by a continuous line of railroad.

No. Sibley, of Canandaigua; Col. Pomeroy, of Troy; Samdelphia by a continuous line of railroad. Apollas Woodward, Samuel H. Lloyd, Geo. rough; Wm. Maxwell, Dr. Jas. Hepburn, Crane, and Robert Faries, Lycoming county.

A. S. Divan, of Elmira; George White, of Secretaries.—P. J. Mallory, Corning; Williamsport; A. G. Ralston, of Philadel-William Maxwell, Elmira; William C. Tophia; Mr. Hudson, of Geneva; P. J. Malloby, Pittsburg; C.D. Eldred; Williamsport; ry, of Corning; Wm. M. McCay, of Bath; John P. Donaldson, Tioga. Jas. H. Gulick, of Blossburg; Col. H. W.

On motion it was Resolved, that the thanks of the members of the several delegations, composing this convention, be respectively W. C. Ellis, of Lycoming, on the manner of tendered to the trustees of the first presbyteproceeding to the consideration of business. rian congregation of Williamsport, for the use Mr. Wilson, of Canandaigua, offered the of this church, and the accommodations they

have received.

On motion the convention adjourned sinedie.

Cleveland and Pittsburg Railroad.—Col. Dodge has made, as we learn from the Pittsnia, and that it will afford a cordial support burg Gazette, a report of the survey which has just been completed, making the distance of our state as identified with the present ta- portance to the interests of both communities. 963 miles; estimating the cost for bar rail at Which was discussed by Mr. Hopkins, of additional, and establishing the entire practi-

> Col. Dodge is to commence the survey of the route from Wellesville via Big Yellow creek, in the course of the present month.

The Caledonian Canal.—This important national undertaking, the first of its class in Europe, after much hesitation on the part of government, is at length receiving the repairs and improvements so long desiderated, on a scale of magnitude which will go far to realize the designs originally contemplated by the great Telford. Originally, it was intended that the width of the water surface should be 120 feet, the bottom width 50 feet, and the depth 20 feet, so as to admit the largest ves-sels that trade between Liverpool and the Baltic, West Indiamen of average size, and nia next winter, to advocate the granting per-mission to the New York and Erie railroad company to build their railroad through the expense, estimates exceeded, jobbing, and so At a railroad convention convened pursuant counties of Pike and Wayne, in the state of forth, that the engineer was constrained to Pennsylvania, provided said company shall complete the canal in a hurried and insuffigrant the privilege of connection therewith to cient manner. The contractors, Messrs. Jack-the Williamsport and Elmira railroad com-son and Bean, who are favorably known for pany, and to the Corning and Blossburg rail-their skill and experience in this department of engineering, have been allowed 3 years for pointing Hon. J. B. Anthony, of Williams-port, chairman, pro tem.; and P. J. Mallory, tory progress already made, there is reason to hope that the canal will be re-opened from sea to sea at the time appointed. The total length of the canal is 60 miles, 23 miles of A committee was appointed to select the prepare an address to the people of Pennsyl-which are formed by art, and the remainder proper officers, when the convention adjourn vania and New York, on the important mat by connecting and rendering subservient to ters which have been presented to the consid-commercial purposes a great natural basin, The convention assembled at 2 o'clock, eration of this convention, which shall also be enriched in one sense, as well as beautified, p.m., pursuant to adjournment, and the names charged with the publication of the proceed by the ample waters of loch Ness, loch Oich, and loch Lochy.

		· B	NGLISI	RAIL	ROAD	SHAT	RE-LI	51.			
		pounds,	Total sums, in poures authorized to be raised by loan or morigage.	, 45°	Cost of working in pounds for six months as stated in latest bat- lance sheets.	gs, in months tret bui		d at last	, 1	S NEW AND PROPOSE	
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Brandling Junction	23	161,700	365,470						0 50 5		
Bristol and Gloucester	371	400,000	211,000					nihil.	30 5		
Chester and Birkenhead	144	750,000	143,170			13,148	0 10 0				
Dublin and Drogheda	31	450,000						nihil.	60 11		
Dublin and Kingston	6	200,000				C 000			$0 100 25 \\ 0 25 3$		
Dundee and Arbroath	16# 18#		49,445			6,993		nihil.	0 25 3		
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Glasgow, Paisley and Greenock	221			797.643	11.830	23,447					
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London and Brighton		1,935,000	705,000	2,637,753		130,156					
London and Croyden				761,885	7,583	10,545	0 8 0			3 Manchester and Buxton	
London and Greenwich	31			1,040,930		28,933		nihil.	13 1		
London and South Western		2,222,100		2,604,405		190,631					
Manchester and Birmingham		2,100,000		1,923,699		58,162					
Manchester and Bolton	10	778,100	197,730	773,743	8,585			4 10 (
Manchester and Leeds and Hull		2,937,500			46,653	156,761		81. a 101			
		5,158,900			75,227	276,129				2 Shrewsbury and Gd. Ju	
Newcastle and Carlisle	61			1,135,069	,	46,745				Shrew. Wolv. Dudly & Trent Valley	
Newcastle and North Shields	23	500,000	159 080	405,728	0.049	18,466		6 9		West London Extension	
North Union	39	739,201		309,629 1,028,593	8,943 24,788	27 704	2 10 0			West Yorkshire	1.000,000
Paris and Orleans.	82	1.600,000		1,978,415		31,134	0 16 0	8 0 0	20 4	Whitehaven and Mary	ort 100,000
Paris and Rouen		1,440,000	4,00,000	1,070,410	31,247			8 0 0			100,00
Preston and Wyre	19	830,000	179,852	355,161	4,191			4 0		Boulogne and Amiens.	1: 500 000
Sheffield and Manchester.	19	1,150,000			11.895	14.876				Central of France	
South Eastern		2,996,000		3.461.172	69.288	139,042		3 1 4	33 4	S Lyons and Avignon	2.400.00
Taff Vale.	30	465,000	195,000		9,115	22,692	1 17 7	3 15 (100 10	1) Orleans, Tours & Border	ux 2.000.00
Ulster	25	519,150	20,000	318,626	5,401			5 18	32 5	2 Paris and Lyons	12 500 000
Yarmouth and Norwich	201	187,500	62,500		5,186			5 0 0	20 2	Paris and Orleans	1,600,000
York and N. Mid. and Leeds and Selby	28	1,062,500		1,107,146				10 0 0	50 11	S Paris and Rouen	1,400,000
			and the s								

3			GLISH		AM A	ND MI	SCELLANEOUS COMPA						
	m and I Num. of					Present	NAME OF COMPANY.	Num. of	Am't, of				Presen
NAME OF COMPANY.	shares.	share.		per ann		price.		-			per ann.		price.
Anglo Mexican Mint	10,000		10		100	157	Loughborough		142	1421		1140	
Anti Dry Rot	10,000		181		2	,	Monmouthseire	2,409	100	100		160	160
Australian Trust Company	5,700		35		341		Melton Mowbray	250	100	100		117	117
			14			27	Mersey and Irwell	500	100	100	10		
General hteam Navigation	20,000	15		10	271		Macclesfield	3,000		100	21	15	15
Gt Western Steam Pa	********		100		25		Neath		100	100 ·		365	365
Metropolitan Wood Pav	15,000		6	5	61		Oxford	1,786		100	30	505	
Patent Elastic Pav	10,000		1	5	11		Regents or Loncon	21,418		334	21	25	25
Peninsular and Oriental	11,493		50	7	641	65	Shropshire	500	125	125	6	120	120
Ditto.	3,200		40	7			Somerset coal	800	150	150	71	123	123
Polytechnic Institution				6			Stafford and Worcester	700	140	140	25	480	480
Reversionary Int. Soc	5,387		100	41	104	104	Shrewsbury	500	125 -	125		230	230
R. Mail Steam Packet	15,000		60		361	37	(Stourbridge	300	145	145		360	360
South Western Steam	4,000		5				Strondwater	200	150	150	19	-	1000
Ship Owners' Towing	3,000		71	10	15		Swansea	533	100	100		240	240
Thames Tunnel	4,000		50	1			Severn & Why & Rail Av.	. 3,762	261	261	51	30	30
University College	1,500	100	1100	1	1	1		2,600		50		495	100
	Ca	nals.					Thames and Medway	8,149		194		10	10
Ashby de la Zouch	1,432	1113	l av.	1 4	. 70	, 70	Warwick and Birmingham.	.000	100	100		167	1
Barnsley		100	100	14	180	180	Warwick and Napton	980		100		122	
Birmingham, 1-16 share	3.000		79	10	150	160	>	Water			0	122	-
Do. and LiverpoolJunction	4,000		100	1	131	131	Birmingham	4.800		25	24	00	1 28
Coventry	500	100	100	20	365	365	East London.	4,433		100	3 1 8	28 223	225
Cromford	460		do.	24	250		Grand Junction			41 2-3	71	88	90
Derby	600		do.	9	105		New River L. B. Ann.			41 2-3	13	99	90
Erewash	231		do.	32	440		Manchester and Salford	6,486		00	. 21		
Forth and Clyde	1,297		401	4	440	440	Vauxhall, lt. S. London	0,480		30 .	8	57	57
Grand Junction	11.600		100	- 4±		440	West Middlesex	1,000		100	5	55	55
Grand Surrey	1,500			1	162	1614	West Middlesex			631	61	126	127
Glovesstoner d Derlyler			do.	• • • • • • •			S		cks.				
Gloucester and Rerkley	5,000		do.			8	Commercial Dock	1,065	100	100	3	80	
Grantham		150	150	8	185	185	East and West India		sto.		51	137	
Lancaster	11,699		471	3	40	40	London	3,238,310			44	1141	115
Leeds and Liverpool	2,897		100	34	640	640	St Katharine	1,352,752	stc.		5	116	171
Leicester	545		140	9	139	139	Southampton	7,000	50	50			,

	RICAL		WOR	KS AN	D CANA			-1-				La La S
STATE WORKS.	Length in miles	Cost.		Expend.	Income.	Expen	The 13 to	State Ca 17 feet w	ide, ar	re all 4 fee nd 80 to 90	t deep, and t feet in lengt	he locks a
Y., IBlack river canal	. 35	1,524,967					Th	e six m	illion	s paid to	the canal f	und fro
2 Cayuga and Seneca	. 21	237,000	16,55	7 10,953	24,618	14,443	auctio	on and	salt d	luties ar	e not inclu	ded in t
' 3 Champlain canal	. 64	1,251,604	102,308	3	116,739		estima	ate of c	cost.	The Ge	enesee valle	y and th
4 Chemung	. 23	684,600		14,486	14,385	12,740	Black	river c	anals	require	large sum	s for the
5 Chenango	. 97	2,420,000	16,193	15,967	22,179	15,960	compl	etion, ti	he int	erest of	which addit	ional su
6 Crooked lake		156,777			1.498	3,951	is mu	ch grea	ter th	an the es	timated gro	ss incon
7 Erie-enlargement of		12,648,852			-,		of the	se can	als w	hen finis	shed. The	sums r
8 Genessee valley		3,739,000	2,000,010				quire	to con	nlete	these tw	o canals ar	e \$2.000
9 52 miles opened, cost \$1,500,000		0,100,000	19.900	13,819							their total	
10 Oneida lake	6	50,000			621						409,000; ar	
11 Oswore	38			22,742	56,165						incomes (a	
11 Oswego	95	565,437			7,381							
12 Delayer division canal	. 25										\$14,000 res	
13 Delaware canal					109,278	22,870					he works of	
14 French Creek					201	••••••					19,401; for	
13 Scheca river towing path		69,276			381						30 millions	
Tologumbia ranfoad	. 821	4,204,969			443,330	205,067	The	e receip	ts for	1844 we	re as follow	
17 Eastern division		1,201,505			179,781	138,915	Canal	tolls.		1011 wc	•	578,4
18 Juniata canal	. 93)						Railro	ad toll	S.			252,8
19 Portage railroad	. 361 >	1,828,461			351,102	248,943	Motiv	e nowe	r.			319,5
20 Western division canal	105						Truck	e po	-,			13.4
· 21 North branch Susquehannah canal	73 5			1 1	101 040		2 1		- 000	· C	110 114	" !l-o-
22 West " " " "	72				101,949	31,000	and @	578 404	from	550 mil	les of canal.	
i 23 Hocking canal	. 56	975,130	4.757	7	5,286	4,139	errer do	010,204		This man	or outed.	has a
24 Miami canal	. 85	1,660,742		38,826								
25 Miami extension	105	2,856,636		1	12.723	14.741	perty	tax of	oł mi	iis on th	e dollar.	nere a
26 Miami northern division		322,000										
27 Muskingum	01					15 097	11049	45471 CC	32 an	d in 19/	14 4515 202	the co
DO ON:	91	1,627,318										
28 Ohio	. 334	4,600,000	322, 154	123,398								
29 Wabash	. 91	3,028,340		6,400								ghout t
30 Walhonding	. 25	607,269	838		1,977		count	ry than	ever	before k	nown.	J
Western road	. 31	255,015	7,254	1,782	8,747	2,929	This	200 01	m!11!	no or	nder mode	. wield
1. 32 Sundry works		11,000,000								ons on su	indry works	yleid
33! Maume canal	1						nicon	ne what	ever.			
· 34 Sundry works		10,000,000					The	e centra	u ran	road yie	lds above 6	per cer
ch 35 Central railroad	. 110	1,842,308	149.987	75,960	211,170	89,420	and i	s the or	lly St	ate work	the Erie	canai e
35 Southern railroad	68	936,295	24.064	7.907	60,341	70,000	repte	d-whi	ch is	able to st	and alone.	
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JCANALS.	Length	Cost.	1843 Incom			844. come.	Div.	cf		R	EMARKS.	2 7 .
ZOMINED.	miles.	Costs	-									
	Billes.		Gross.	Nett. ce	nt. Gross.	Nett.	cent.	stock.				
Blackstone			Gross.	Nett. ce				stour.				
Blackstone		400 000										
Bald Eagle Navigation	25	400,000							w		erhaps, at s	
Bald Eagle Navigation	25	1,000,000							time	be enabl	ed to give the	
Bald Eagle Navigation	25	1,000,000							lars o	be enabl	ed to give these canals.	he parti
Bald Eagle Navigation Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio	25 184	1,000,000	47 637						lars o	be enable of all the	ed to give these canals.  neake and C	he partic Dhio car
Bald Eagle Navigation  Beaver and Sandy, (part)  Charleston, (S. C.)  Chesapeake and Ohio  Conestota	25 184 12	1,000,000	47 637					96	lars of	be enable of all the chesa; of vet co	ed to give these canals.  peake and Completed to	he partic Ohio car the co
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake.	25 184 12 13	1,000,000 12,370,470 300,000	47,637					26	lars of	be enable of all the Chesa; tyet cost, hence	ed to give these canals.  peake and Completed to its trifling i	he particular the concome.
Bald Eagle Navigation.  Beaver and Sandy, (part).  Charleston, (S. C.).  Chesapeake and Ohio  Conestota.  Delaware and Chesapeake.  Schwikill.	25 184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637	02,221	190 69	3 120 624		26 31	lars of The is no mine	be enable of all the Chesa; tyet cos, hence	ed to give these canals.  peake and Completed to its trifling in the completed to the complete of the complete	he particular the concome.
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington.	25 184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 1	02,221	190,693	120,624		26 31	lars of The is no mine	be enable of all the Chesa; tyet cos, hence	ed to give these canals.  peake and Completed to its trifling in the completed to the complete of the complete	he particular the concome.
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa.	25 184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 1	02,221	190,693	120,624		26 31	lars of The is not mine. The kill of	be enable of all the chesa; tyet cos, hence he enlarge anal has	ed to give these canals.  peake and Completed to its trifling its trifling its these commits the commits the commits the commits the commits and the commits the commits are the commits and the commits are the commits and the commits are t	he particular the concome.  e Schumenced.
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex.	25 184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 1	02,221	190,693	3 120,624		26 31	lars of The is not mine. The kill of The	be enable of all the Chesa; tyet cos, hence he enlarge anal has be Morris	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex.	25 184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 1	02,221	190,693	3 120,624		26 31	lars of The is not mine. The kill of The for on	be enable of all the chesa; hence he enlarge anal has me millio	ed to give these canals.  peake and Completed to its trifling its trifling its these commits the commits the commits the commits the commits and the commits the commits are the commits and the commits are the commits and the commits are t	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Janes river and Kenhawa. Middlesex. Port Deposit.	25 184 12 13 108	1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000	47,637 279,795 1	02,221	190,693	3 120,624		26 31	lars of The is not mine. The kill of The for on	be enable of all the Chesa; tyet cos, hence he enlarge anal has be Morris	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Janes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan	25 184 12 13 108 	12,370,470 300,000 3,500,000 2,900,000 300,000	47,637 279,795 1 99,623	02,221	190,693	3 120,624 1 84,455		26 31	lars of The is not mine. The kill of The for on	be enable of all the chesa; hence he enlarge anal has me millio	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.) Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark.	25 	12,370,470 300,000 3,500,000 2,900,000 3,000,000 3,000,000	47,637 279,795 1 99,623	02,221	190,693	3 120,624 84,455		26 31	lars of The is not mine. The kill of The for on	be enable of all the chesa; hence he enlarge anal has me millio	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conesiota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water.	25 	12,370,470 300,000 3,500,000 2,900,000 3,000,000 3,000,000	47,637 279,795 1 99,623	02,221	190,693	3 120,624 84,455		26 31	lars of The is not mine. The kill of The for on	be enable of all the chesa; hence he enlarge anal has me millio	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Janes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	25 	12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,900,000 2,000,000	47,637 279,795 1 99,623	02,221	190,693	3 120,624 84,455		26 31	lars of The is not mine. The kill of The for on	be enable of all the chesa; hence he enlarge anal has me millio	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he particular the concome.  e Schumenced. lately se
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.) Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schnylkill. Farmington. Janes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	25 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000 300,000	47,637 279,795 1 99,623	02,221	190,693	3 120,624 84,455		26 31	lars of The is not mine. The kill of The for on	be enable of all the chesa; hence he enlarge anal has me millio	ed to give these canals.  peake and Completed to its trifling its ement of the been common canal was	he parti- the can the concome. e Schumenced. lately s
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	25 	12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,900,000 2,000,000	47,637 279,795 1 99,623	02,221	190,693	3 120,624 1 84,455		26 31 261	time lars of The is no mine The kill of for of of its	be enable all the chesa of yet cost, hence he enlarg anal has he Morrishe million of cost.	ed to give these canals.  peake and Completed to its trifling it ement of the been comes canal was in, about one	he parti- the concome. e Schu nenced. lately se-fourth
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union Morris. Dismal Swaunp.	25 184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,000,000 1,000,000	47,637 279,795 1 99,623	53,327	190,693	3 120,624 1 84,455	of canal	26 31	time lars ( This no mine The kill c The for or of its	be enable of all the chesal tyet of s, hence he enlarge anal has he million cost.	ed to give these canals.  peake and Completed to its trifling it ement of the been common seanal was in, about one linear triple in the common seanal was in, about one linear triple in the common seanal was in, about one linear triple in the common seanal was in the comm	he particular the concome. e Schunenced. lately se-fourth
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris.	25  184 12 13 108	12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,900,000 2,000,000	47,637 279,795 1 99,623	53,327 Size of loof 1977-44	190,693	3 120,624 1 84,455	of canal	26 31 261	The lars of The series of the lars of the	be enable of all the lee Chesa, the cost, hence lee enlarg anal has lee Morrine million cost.	ed to give these canals.  peake and Completed to its trifling it ement of the been common seanal was in, about one least the complete the canal was in, about one least the complete the co	he particular the concome. e Schunenced. lately se-fourth
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.	25 184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,000,000 1,000,000	47,637 279,795 1 99,623	02,221 53,327 Size of loof Width.	. 190,693	Width c	f canal Surface	26 31 261	The lars of The series of the lars of the	be enable of all the lee Chesa, the cost, hence lee enlarg anal has lee Morrine million cost.	ed to give these canals.  peake and Completed to its trifling it ement of the been common seanal was in, about one linear triple in the common seanal was in, about one linear triple in the common seanal was in, about one linear triple in the common seanal was in the comm	he particular the concome. e Schunenced. lately se-fourth
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Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schaylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhous unction branch to Dunville not add troad creek branch to Port Maitland below The St. Lawrence canal. Ialops and Port Cardinal Lapid Plat. Tarren's point. The Wall, passing the Long Sault rapids. The wall, passing the Long Sault rapids. The wall, passing the Long Calars and Cascades rochine, do. Lachine rapids. Trotal from lake Erie to the sea.	25  184 12 13 108  10 43  45 80 101  Length in miles.  ie 28 ed 21 11-2 2 4 3-4 11-2 4 66	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 1,000,000	99,623  99,623  99,623  279,795 1  99,623  200  200  200  200  200  200  200	8ize of loof width.  661 261 45 45 45 45 45 45 45 45	2 8 1-2 9 9 9 9 9 9 9	Width 6 Bottom- feet. 45 35 45 50 100 80 80	6 canal Surface feet. 81 71 85 90 90 150 120 120	26 31  26 31  26 4  5. Estim 3,948  672  865 1,190 old ca 1,001  200 Div.	time lars of Th is no mine Th kill c Th kill c Th of of its sate. S 3721 333 333 ,000 Value Value Th is no mine the sate. S 572 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	be enable of all the chesal tyet of s, hence the enlarge anal has the Morrine million of cost.  (a) Expended to the cost.  (b) Expended to the cost.  (c) Expended to the cost.	ed to give the see canals, see canals, see canals, see canals with the common seement of the been common seement on the been common seement on the been common seement on the been common seement of the been comm	he particle of the concome. e Schulunenced. lately se fourth
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Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schaylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Iain trunk from Port Colborne to Port Dalhous unction branch to Dunville not add broad creek brauch to Port Maitland below The St. Lawrence canal. Ialogs and Port Cardinal Lapid Plat. Tarren's point. The Wall, passing the Long Sault rapids. The wall, passing the Long Sault rapids. The general color of the sea. Total from lake Erie to the sea. Total from lake Erie to the sea.	25   184   12   13   108   10   43   10   445   80   101   10   10   10   10   10   1	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 1,000,000 1,000,000  No. of Locks in fee  31 328 6 6 1 6 2 7 2 11 1 3 1 7 48 9 82 1 5 44 1 5 75 525 7 9 74 7	47,637 279,795 1 99,623 99,623  200 200 200 2 200 2 200 2 200 3 3 1 120	53,327  Size of loof width.  feet. 26 1-5 45 45 45 45 45 45 1843. Income. 1843.	190,693 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,	Width 6 Bottom- feet. 45 35 45 50 100 80 80	6 canal Surface feet. 81 71 85 90 90 150 120 120	26 31  26 31  26 31  3,948  672  865 1,190 old ca 1,001  200 Div. Per	time lars of The is no mine The kill of The for oil of its state. See 1,498 1,372 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,087 1,	be enable of all the chesal tyet or s, hence ee enlarg anal has see Morrine millio cost.  Expended to ept. 1843.  485,572  973  9665,663  275,426  440,000  61,439	ed to give these canals, see canals, peake and Completed to its trifling it ement of the been common seanal was not about on 1843.  64,658	he particular the concome. e Schunenced. lately see-fourth
Bald Eagle Navigation. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. Ja nes river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swainp.  CANADIAN CANALS.  The Welland canal. Jain trunk from Port Colborne to Port Dalhous unction branch to Dunville froad creek branch to Port Maitland The St. Lawrence canal. Jain trunk from Port Colborne to Port Dalhous unction branch to The Maitland The St. Lawrence canal. Jain Plat. Jarren's point.	Length in miles.   1-2   2-2   3-4   11-2   1-2   12   15   11-2   15   15   15   15   15   15   15   1	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000  No. of Locks in fee  31 328 1 6 1 6	99,623  99,623  99,623  99,623  150  200  200  200  200  200  200  200	53,327  Size of loof width.  feet. 26 1-5 45 45 45 45 45 45 1843. Income. 1843.	190,693 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,4 131,	Width & Bottom feet. 45 45 50 50 100 80 80 186 Income	f canal Surface feet. 81 71 85 90 90 120 120 120 44.1	26 31  26 31  26 31  3,948  672  865 1,190 old ca 1,001  200 Div. Per	time lars of The large of the larg	be enable of all the chesal tyet or s, hence ee enlarg anal has see Morrine millio cost.  Expended to ept. 1843.  485,572  973  9665,663  275,426  440,000  61,439	ed to give these canals, see canals, peake and Completed to its trifling it ement of the been common seanal was not about on 1843.  64,658	he particle of the concome. e Schulunenced. lately se fourth

	•	L'ngth	AMER	ICAN H	Number			43.	Div.	1 18	14.	Div.	1 18	15.	Div.
	NAMES OF RAILROADS.	miles.	Cost.	and debts.	of shares.	on	Inco	Me.	per cent.	Inco		per cent.	Inc	ome.	per
Maine.	1 Portland, Saco and Portsmouth	50	1,200,000		·····		89,997	1		131,404	62,172	6			
N. Ham.	2 Concord	35									00 401	12			
Mass.	3 Boston and Maine	56	1,485,461 455,70:				178,745	68,499	6	233,101	80,401	61			
	5 Boston and Lowell	26	,863,740					144,000		316,909		8			
••••	6 Boston and Providence	41	1,886,135	none.	18,600	100	233,388			282,701					
••••	8 Berkshire.	21	250,000	not stated			40, 141	162,000 17,500	1	428,437 17,737	195,105				
	9 Charlestown branch		280,260						13	34,654	13,971	51			
• • • •	10 Eastern	54 50	2,388,631	justopn'd			279,563	140,595	6	337,238	227,920 26,835				
	12 Nashua and Lowell		380,000				84.079		8	94.588					
••••	13 New Bedford and Taunton	20	430,962	1				24,000	6	64,998	24,000	6			
****	14 Northampton and Springfield 15 Norwich and Worcester	66	2,290,000	unfin.	16 535	100	169 336	94 971	• • • • •	230,674	99 464	3			
	16 Old Colony		87,820	unfin.							20,401				
	17 Stoughton branch	11	63,075					00,000							
	19 Vermont and Massachusetts	11							1	96,687		1			
,	20 West Stockbridge	3	41,516	200 4,686,202		100						4			
	21 Western, (117 miles in Mass.,) 22 Worcester branch to Milbury	156	7,686,202	4,686,202	30,000		573,882	281,432		753,753	439,679	3			
	23 Housatonic, (10 months,)	74	1,244,123							150,000					
Conn.	24 Hartford and New Haven)	38	1,100,000	100,000	10,000	100						6			
	25 Hartford and Springfield	25 ₁ 48	2,600,000			100	113 000			154 794	70.845				
N. York.	27 Attica and Buffalo	31	336,211			100	45,896	7,522		154,721 73,248 237,667	48,033				
••••	28 Auburn and Rochester		1,796,342	200,000		100	189,693	112,000		237,667	152,007	6			
	29 Auburn and Syracuse	26 22	766,657		1,500	1231	86,291	27,334		96,738	52,544	6		• • • • • • • •	1
	31 Erie, (446 miles,)		5,000,000		1,500										
	32 Erie, opened							48,000		126,020	59,075				
	33 Harlem	26	2,250,000		30,000	50	•••••			140,685 35,029		• • • •			
	35 Long Island	96	1,410, 21		29,846										
****	36 Mohawk and Hudson	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763				
••••	37 Saratoga and Schenectady	22 201	303,658 640,800						1	34,666					
	39 Syracuse and Utica	53	1.115.897	none	16 000	621	28,043	72,000		32,646 192,061					
	40 Tonnawanda	43	727,332				76.227					5			
	41 Troy and Greenbush	25	180,000					91 000		38,502	9,971				
	43 Utica and Schenectady	78	12.168.165	none.	1.20000	(100)	277 164	21,000 180,000	9	331 939	199.094	8			
N. Jersey	44 Camden and Amboy	61	3,200,000				682,832	383,880		784,191	404,956				
	45 Elizabethtown and Somerville		2 000,000					• • • • • • • •				• • • •			
	47 Paterson	16	1 500,000							1					
	48 Beaver Meadow		11.000.000												
	49 Cumberland Valley 50 Harrisburg and Lancaster	46 36	860,000	645,929		• • • •			• • • •				*** E.DO	9,988	
	51 Hazleton branch *	10	1.120,000										11,000	3,300	
****	52 Little Schuylkill	29	900,000												
	53 Blossburg and Corning	40	100,000			• • • •	• • • • • • •		• • • •			• • • •		• • • • • • •	
	55 Buck Mountain	4	72,000												
	56 Minehill and Schuylkill Haven 57 Norristown		396,117	25,000	7,019	50			12			12			
	58 Philadelphia and Trenton	20 30	400,000							•••••		• • • •			
	59 Pottsville and Danville	991	11,500,000												
	60 Reading	94	9.457.570	7.447.570	40 200	50				507 613	343 511				
	62 Williamsport and Elmira.	95	400,000				20 000		• • • •	• • • • • • • •					
	63 Philadelphia and Baltimore	03	H.400.000				43,043	200,000			210,600				
Maryl'd	61 Frenchtown	16	600,000	1,153,709									1		
	66 Baltimore and Washington	38	11.800,000				177 927	71 691		658,620 212,129	104 500		908 813	05 094	. 6
	67 Baltimore and Susquehanna	58	13.000.000						1			- 20			1
Virginia	68 Wrightsville, York and Gettysburg 69 Greensville and Roanoke.	121	500,000	37,514 63,000	0.000	100									
	70 Petersburg	63	969,880	63,000	7.690	100				25,368	72.898	6		• • • • • • • •	
	71 Portsmouth and Roanoke	.781	11.2.1.5.111												1
	72 Richmond, Fredericksb'g and Potomac. 73 Richmond and Petersburg	76 221	000,000							1185 913	No KKK				1
	14 Winchester and Potomac*	32	1 2007,000							1					1
N. Car.	75 Raleigh and Gaston	841	11,900,000												1
S. Car.	77 South Carolina	136	11,800,000									5			1
	/8 Columbia	GG					23/1.40-1	11.4.30		532,871	140 196		1		1
Georgia	79 Central80 Georgia	1901	3,000,000	500,000	22,500	100	227,532	93.190		328 425	180.704				
	Montgomery and West Point	80	500,000	170,000	• • • • • •		218,026	158,207		248.096	147,523				
Kent'ky	02 Lexington and Ohio.	40	1 450,000							35,000	15,000				
· Ohio.	83 Little Miami. 84 Mad river	461	400,000												
Indiana	Co Madison and Indianapolic	56	152,000	50,000				8,639					24,984	3,280	
. muiana.			414,000	. 117. (71.7(1)			2555 1 1 1 1	N 630	24	- 301 W.31	10.065	111			
Canada.	G6 Champlain and St. Lawrence	15						19 000		I 58 000	94 000				

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTENTS.	
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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

# Thursday, November 20, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 21,651 00 tons, and by canal 8,586 14, making 30,247 14 tons for the

BY RAILROAD.	
From Pottsville and Port Carbon-total.	
From Schuylkill Haven-total	357,005
From Port Clinton-total	19,152
Total by railroad	731,914
BY CANAL.	
From Pottsville and Port Carbon-total	
From Schuylkill Haven-total tons	42,976
From Port Clinton	47,585
Matal has some	010.015
Total by canal	240,917
Total by railroad and canal	972.832
LEHIGH COAL TRADE.	,
PR 1 11	

Liamon C	JAM THUY	/Ei+	
Total shipments from	Mauch	Chunk.	Lehigh
coal and navigation co.			
Summit mines, -	-	171,898	
Doom non do		C= 500	004 404

Beaver Meadow railroad and coal co.,

From Penn Haven—Hazleton coal co., From Rock Port—Buck Mountain coal co.,	64,440 21,713
	396,57
WYUMING COAL TRADE—total	159,74

PINE GROVE COAL TRADE.—total41,731	è
MINEHILL AND SCHUYLKILL HAVEN RAILROAD-	1
total tons399,645	
MOUNT CARBON RAILROAD—total tons235,330	
MILL CREEK RAILROAD—total	Ĩ
SCHUYLKILL VALLEY RAILROAD—total 103,375	
[Miners' Journal.	c

WESTERN RAILROAD.—Receipts for week ending November 8.

	1845.	1811.
Passengers	. \$5,897	\$4,997
Freight, etc	13,563	9,435
Total	@10.459	©14 439
Net gain this week	. @15,450	5.026
Net gain previously since	Jan. '45	44,538
Total gain		49 564
		,001

READING RAILROAD .- A comparative statement of the business of the Philadelphia and Reading railroad, for the week ending November 8th, 1845, as compared with the corresponding week last w

compared with the contra	Jennang week	inse y care
	1844.	1845.
Passengers, freight, etc	\$16,578-93	\$30,928.13
Coal transported, tons		

Canal Tolls .- Amount of tolls received on all the canals during the month of October in each of the

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
1839	\$283,678
1840	345,216
1841	
. 1842	
1843	
1844	
1845	493,178

more than in October, 1839.

ı	The Hottle fart.	800.00	F	felt fierte. An Giffell	THE P
į	tober 1841, and	October	1845. is	as follows:	
ŀ		Flour.		Wheat.	
ł	1845	445.191	bbls	482.273 b	us.

1844.....366,807 " .....307,944 "

Reducing the wheat to flour, and it makes the increase in October this year over last, equal to 113, 219 barrels of flour.

The merchandize going from tide water in October 1845, amounted to 55,613,000 pounds—and in October 1844, to 49,137,900 pounds: Increase in October this year over last, 6,476,400 pounds.

Canal Tolls.-Amount of tolls received on all the New York state canals, in each of the following years, viz:

	1st week in Nov.	Total to 7th No
1839	\$64,306	
1840	82,060	1,612,586
	82,240	
	82,769	
	97,813	
1844	96,298	2,238,712
	116,680	
		Albany Atlas.

Our Table of American Railroads .- We shall endeavor to correct this table by the annual reports and other means as they come to hand, and shall be obliged to those having the data for correcting us, if they will promptly point out any error into which we may fall from not being able always to determine precisely what is the cost of the work, nor what proportion is chargable to stock paid and what to loans. We aim to state the facts in each individual case, but find it exceedingly difficult in many cases to obtain any statement from authority on which we can rely-not being able to visit them personally-and our circulars asking information of general interest, even when post paid, are not in 3 many cases answered.

We have made material alterations in the figures opposite several roads, in this number, and shall be greatly obliged to parties interested, for corrections if they detect errors.

Harlem Railroad .- The carnings of the Harlem at \$20,000 a mile. This is quite too low. The der seven years, upon the amount expended under the very best manner, that high speed may be at- ment; we hope, therefore, that they will be encoutained with entire safety. Will \$20,000 per mile raged to extend the road beyond the capital, towards construct such a road on this route? Will the en- the lake. gineer please enlighten us ?

give the different lines, the distance to its place of last week.

destination, usual fare, and the principal hetels, he termini of the route. Our object is to publish these lists in connection with each railroad advertisement for the convenience of those who wish to visit those places. Will the gentlemen in charge of the different railroads, or some one of their conductors, oblige us with such a statement? If they will we will endeavor to reciprocate the favor. The sooner we receive the list the more useful and satis-

Coal and Iron .- The Resources of Pennsylvania .-The remarks of Mr. Sanderson, of Philadelphia, made at the Danville railroad convention, which will be found in this Journal, are to the point. Mr. Sanderson was one of the early advocates of railroads in Pennsylvania. He takes a comprehensive and just view of the resources of that great state, and sees the necessity of concert of action and energy to develope them; but unfortunately for himself, he, like some others we could name, is in advance, by many years, of those around him who would be most benefitted, and who hold the purse strings. He may predict, and give the best possible reasons for his views and quote past experience, as he does in these remarks, yet the million cannot reason of the future from the past. There are really but few who realize justly that " what has been may be again" and even more so, and thus profit by their sagacity. Of this exceedingly small number is Mr. Sanderson; at least, he comes within the few who reason justly in relation to the future prospects of the country, though he may not profit by it as he ought and as we hope he may in the management of his excellent hotel-the "Franklin House," -in Philadelphia, where the traveller will find good fare at all hours and at reasonable rates.

Madison and Indianapolis Railroad .- "We are informed that the directors, at their late meeting in Madison, unanimously voted to direct the purchase of the heavy of rail for the road between Edinburgh and Indianapolis."

We agree fully with the editor of the State Sentirailroad for the month of October, were, we under- nel that this is good policy; make a good road in the stand, \$17,255 74, showing an increase of \$5,947 52 first place if you can, and as will be learned from over the same month of last year. Contracts have the Journal, there can be no difficulty in doing so been made for the completion of the road to Somers, while the earnings of the road enable the company twenty-four miles beyond White Plains, and a large to pay from 8 to 10 per cent. dividend upon the new number of men are at work upon it. The cost of capital, or that portion furnished by individuals. the extension of the road is put down, as we learn, The state, it will be seen, receives no dividend unroad destined to compete with the Hudson river, be- its management, consequently those who finish and tween this city and Albany, should be constructed in manage it will derive large returns for their invest-

Kyanizing.—We made a material error in the ington Union, says the Ledger, that a contract has article signed L, on this subject, in our last. In speaking of the number of cross-ties prepared we make the writer say "1,400" and "1.700," whereas make the writer say "1,400" and "1,700," whereas timore is secured to the company to the end of the it should be fourteen thousand and seventeen thousand the company agreeing to sand. The error is not material so far as it con- allowed by law; the railroad company agreeing to cerns the effect of the process, but we like always run an extra line between ten o'clock at night and to give our friends full credit for all they do and es-six o'clock in the morning, thus materially expediting the mail, and securing to the company a large

time, as it not only supplies a deficiency and cor- course. It will also be seen that such is the reputa- zation and rational liberty. rects an error in one table-that of American rail-tion of this house, the shares went up immediately roads-in which our readers take a deep interest, to 900 francs, their par value being 500 francs. but it also enables us to supply a manifest deficiency and to correct an awkward error on another table, ence of railroads upon man, are sound and practiwhich we often find it somewhat difficult to do to cal. He says truly that "it is by the constant coning and for his prompt action in providing the is best and most conducive to human happiness." means to supply deficiencies and fill blanks; if it were not for our diffidence, we should say to the ers who have the management of that department reader, who has not already done so, "go and do to the inquiries of the writer in relation to the cost

RAILROAD OFFICE, Madison, Ind., Nov. 4, 1845.

For the American Railroad Journal.

That the Madison and Indianapolis railroad may stand right in your table of American Railroads, I submit the following as its present condition, which should be inserted at the proper place, No. 85.

Length, 56 miles; cost, \$1,746,907.68-\$1,561,-798-72 expended by the state—and \$185,108-96 expended by the company; loans and debts, \$50,000; there would be great economy introduced into the income 1843, gross, \$22,110.23, net, \$8,638.70; dividend, 8 per cent.; 1844, gross, \$39,031.14, net, \$10,-065.05; dividend, 9½ per cent.

Note.-The state derives no dividend for seven years, if the company finish the road in three years.

The receipt for the present year will be at least ports. \$60,000. The remaining 30 miles of the road [making in all 86 miles] are now under contract; the grading is about half done and we are confident that the road will be completed in about 15 months.

advanced will pay for two copies of the Railroad letter of July 24th, together with a file of your vat-Journal, which you will please send to me for the uable Journal, for which I return you my best thanks, next year, commencing first January.

Yours respectfully, S. M.

We give the following extracts from Mr. Herron's track, which will be given in our next, as it came too late to hand for this number.

of coal in a year and five days from its completion.

"I send you by Adams & Co.'s express, for insertion in the Journal, a small stereotype plate of my railway track, with an accompanying article, the Company O'Neill for 37 years and some months. referring to the cut, and descriptive of it, as laid upon the Reading railread.

For the American Railroad Journal.

"The article, you will perceive, gives the dimensions and quantity of materials used, details of cost and particulars regarding the sublimated timber, its cost, etc., etc., not hitherto published.

"I have had the stereotype cut ready for some time, but have delayed the publication until the magic number of 800,000 tons of coal had actually passed over it. This has taken one year and five companies will take place in respect to the Lyons and this company, in the Journal of 30th ult., we days to accomplish.

"Your doubts about Kyanizing are likely to elicit some highly important facts on the subject, that may be of lasting benefit to the country. We want facts, well authenticated facts, for or against, with responsible names vouching for them. All who furnish correct circumstantial information on the subject, opened through from Paris to Lille until May next are truly public benefactors."

The views of the writer in relation to the influour taste; the writer will therefore please accept our tact of the people with each other that they will thanks for this evidence of his sagacity in foresee- learn how to know each other and appreciate what most conducive to human happiness.

We ask the special attention of those of our readof working railways in this country. He desires to compare the expenses of management in the difis to the writer of this letter-Major Poussin, formerly a member of the U.S. Eng. corps-to whom they are indebted for the work on the Belgian railways, upon which we have drawn so liberally during the past summer, we trust they will furnish us with the details in full sought by him. If each anaual report of each company contained those details management of our numerous railroads. Economy is often learned by comparison. Almost every com- cient. pany will be able to learn something new and perhaps, also, to communicate something to others; at One-third the net profit will then belong to the state. from the general adoption of such a system of re-

> (Foreign correspondence of the Railroad Journal.) PARIS, RUE RICHER, September 11th, 1845.

Enclosed is five dollars which with that already an absence of two months, and found at home your

The most important news about railways at this this date, much practical progress. time is the late adjudication of the line from Paris to Belgium, for a term of 38 years to the Company Rothschild, which has succeeded by its irresistible recent letter, preliminary to the description of his power and influence to swallow up five competing companies, so that the Company Rothschild presented itself alone to obtain the concession of the There passed over it, as will be seen, 800,000 tons line. The shares went up immediately after the government decission in favor of M. Rothschild, to 900 francs, they being worth at par 500 francs.

A small branching to Fampaun was conceded to

and the Strasbourg line.

The number of companies already formed for dearer than with us? Very truly yours, these lines is large, and continues to increase, so great is the people's favor for railway shares, and indeed for all sorts of shares; for we have seen in these later days new societies formed for objects of the most doubtful character.

Strasbourg lines or for the Northern, and that the house of Rothschild will extend its powerful grasp over the main arteries of the country. This appears to me the unavoidable conclusion of the present competition between rival companies.

Our great line to Belgium will not be completely for there remains some work yet undone which will

The following letter is very acceptable. Its con-had the ability to "swallow up" all its competitors fairly established, to the great convenience of traveltents are exceedingly appropriate, especially at this for the line to Belgium, and thus walk over the lers, but particularly to the great advance of civili-

> I have no doubt that the new system of communication by steam on land and on water will do much more for real practical liberty than all the best theories in the world. It is by the constant contact of the people with each other that the people will learn how to know each other, and appreciate what is best and

European railways differ little in their construction, either in France, England, Belgium, Germany, or Italy; the system of construction is all over the same; the only difference is in the weight of the rails. Heavy rails, say 32 kilograms per metre, is becoming now generally adopted on account of the riferent countries; and when we inform them that it gidity it presents, and the better stability of loco:no tives in passing on such structure. Cross-ties of wood is the usual mode of understructure, and, in some cases, string pieces are also adopted. The nature of the wood and the mode of using it differ in each country according to the resources of the land as to timber. Essays of cross-ties of iron have been made, but without any advantage. Various schemes of preserving timber have likewise been resorted to, but do not prove completely effi-

As to the machinery, it is all over the same, viz: heavy and powerful locomotives of the English or all events much of interest and utility will result American models. The American model of Norris' establishment is becoming more and more justly appreciated, and consequently is in fair demand.

American wagons, accommodating 60 or 90 persons, are also becoming of use. Such carriages are to be met with on German railways and in Belgium. My Dear Sir: I have just returned to Paris, after I am myself in favor of long carriages resting on 8

> Atmospheric systems of locomotion continue to occupy the scientific world, but has not made, up to

> I am about experimenting a new system of this description within a few days, and will let you know the result.

> My late work on Belgium, as well as all my other works on the United States, are to be found at Mr. Bossange's, New York.

The report sent by you was charged letter postage. Those reports contain none of the information I am desirous of obtaining, to wit: cost of fuel, quantity consumed, cost of repairs of locomotives per ann. materials and labor, number of miles run, number of In a few weeks we shall have a more important trains, number of engines employed, men employed. In adjudication, that of the line from Paris to Lyons a word, I should like to ascertain correctly whether the working of an American railroad is cheaper or

LE MAJOR G. T. POUSSIN.

# The Baltimore and Ohio Railroad, And the opposition of Virginia to its extension.

It may be recollected by our readers that, It is most likely that the same combination of in republishing the 19th annual report of commented freely, though not discourteously, upon the opposition of Virginia and Pennsylvania, to a renewal of the right of way to the Ohio. In the course of those comments we made the following remarks, viz:

"The objection made by 'old Virginia'-by this we mean the eastern part of the state—to the termi-Foreign Correspondence.

We have the pleasure of giving another interesting letter from our Paris correspondent. It will be great line of communication between the metroposeen from this letter that the "company Rothschild" lis of France, Belgium and the German states, to its termination at Pittsburgh is, that it will interfere with the 'James river and Kanawha' line of improvement from Richmond to the Ohio river. And the objection of a part of Pennsylvania seen from this letter that the "company Rothschild" lis of France, Belgium and the German states, to its termination at Pittsburgh is, that it will inter-

fere with their state works, and also prevent the con- may be a comma too much or too little, as we struction of a railroad direct from Harrisburg to Pittsburg. These objections may all be validand just, reading room. They are as follows, viz: reading room. They are as follows, viz: "Commentary.—Fine reasoning this! How with that the early completion of the Baltimore and Ohio railroad through to Parkersburg or other suitable point of termination on the Ohio, would insure the construction of the James river line of improvement, the property of the Pennsylvania railroad from Philade phia to Pittsburg, now in agitation, for Baltimore reach Pittsburgh first, by her railroad, and tappin the Ohio trade at that place, carry it to Baltimore by a railroad, of course, over the mountain to the Ohio, at an earlier period than it will be made if the Baltimore and Ohio railroad terminates finally at the coal region; and so, on the other hand, if it were to be continued from Cumberland to Pittsburg, it would insure the construction of a continuous railroad from Pittsburg to Philadelphia in less time than it would be otherwise built.

an opinion, that this company has a just claim.

Virginia for the right of way to the Ohio river: the claim of the company, however, weighs as but a feather in comparison with the right of the public—the millions who will pass over it, if properly built to the right point—and we do not hesitate to say that the people of Virginia have too much regard for the general interest and too much respect for individual rights, to stand in the way of the early completion of this noble enterprize, especially when so many of this noble enterprize, especially when so many of this noble enterprize, especially when so many of was no just claim at all) has already been granted by Virginia. The Baltimore company have the right of way to the Ohio at Wheeling. But reversible to be duped by this reasoning, and we have no doubt will continue to refuse.

"The 'just claim' alluded to, (which however was no just claim at all) has already been granted by Virginia. The Baltimore company have the right of way to the Ohio at Wheeling. But reversible to the mere assertion of the mere asserti "It appears to us, if we may be allowed to express an opinion, that this company has a just claim upon Virginia for the right of way to the Ohio river: the main line, from the mouth of the Kanawha to Rich-

mond.
"The true policy is to build as many lines as possible between the Atlantic and Mississippi; the more avenues the more trade and travel, and at the lowest rates possible; whereas, with only one or two main lines over the mountains, high rates and poor accommodations are the sure result, as on some of our present Atlantic lines where there is no rivalry.— There will be good business for all the lines which the people are willing to pay for; the only difficulty will be to build avenues enough to accommodate the business between the east and the mighty west."

Which were copied by the Baltimore American, of 2d inst., with the following in ap proval, viz:

"THE RAILROAD JOURNAL, reviewing the last annual report of the Baltimore and Ohio road, has some just and sensible observations worthy of particular attention in our sister states, Pennsylvania and Virginia. It speaks of the early beginning of our great enterprize—of the cordial assent of Virginia and Pennsylvania to the passage of the road through their territory—of the difficulties which the company had to encounter from its being a pioneer work in the progress of which experience and knowledge in the construction of railroads had to be purchased dearly, and of the further difficulties caused by the commercial revulsions of 1837, 1838

It is well

"We quote the following passages from the Journal's article, with the remark that this is the lan-guage and these the views of an impartial observer whose comprehensive knowledge on the subject of which he treats is not likely to be perverted by pre-

The Richmond Whig, of the 5th inst., copies that portion of our article republished by sition with other states; and we might not be the Baltimore American, and probably from far wrong in saying that they probably never that paper, as a paragraph of some impor- would have been leaders in such measures. tance in the argument is omitted, and also It is better, however, we cheerfully admit, to as we have not the bene is and pleasure follow in a good cause than never to engage of an exchange with the, "Whig," though in it, and we therefore concede to them much we have sent the Journal to it for seve-credit for what they attempted to do-even ral weeks together, at three or four dif though neither have been very successful in ferent periods within the last fourteen years, their efforts. but never received a paper in return-and comments upon it with its usual ability and our public works are to be resumed, and it courtesy. But that our readers may have is much to be hoped that those states which the benefit of its remarks, we give them in have been unsuccessful in their efforts will grades and the curves-for after all the INfull, and we believe correctly, though there profit by their past errors.

had to copy them with pencil in a public

"Commentary.—Fine reasoning this! How will it promote the Pennsylvania railroad from Philadelphia to Pittsburg, now in agitation, for Baltimore to reach Pittsburgh first, by her railroad, and tapping the Ohio trade at that place, carry it to Baltimore? And how pray, is it to promote the completion of the railroad from James river to Guyandotte, that Baltimore reaching the Ohio first at Parkersburg has tapped the trade of the river at that point, and trained it off to Baltimore? More absurd and under the control of the river at the point, and trained it off to Baltimore? monstrable propositions were never addressed to the common sense of two great communities, and they are so plainly so, that the Railroad advocate does not bring forward one single argument plausible or

ing the adage that 'beggars have no right to be choosers' and the other one, that you 'should not look a gift horse in the mouth,' she arrogantly claims the right to select her own Terminus on the Ohio, not merely disregardful of the interests of the Virginia works, but with the view to supplant them. hope it will never be submitted to."

It is possible that the editor of the Whig might not have been quite as severe if he had read the whole of the article from which the extract was made; and more especially if he had been familiar with the course of the Journal for years past; and it is even possi ble-though not very probable, since the editor of the Richmond Whig says otherwisethat there may be some truth in the assertion, even without argument to sustain it, that the completion of the Baltimore and Ohio railroad to the Ohio at Parkersburg, or Pittsburg, or even to both places, might facilitate the construction of the other works alluded to in

It is well known to those who have been in active life during the past 25 years, that neither Pennsylvania nor Virginia have moved in the construction of a public work until an example had been set them, nor indeed until they were driven into it in self-defence-or, rather, to sustain their relative po-

The time has now arrived, however, when

The people, the business community, desire. and must have, facilities for travel and transportation. Neither Boston, New York, Baltimore, nor even Richmond, nor, indeed, all of them combined, constitute the people.-These cities, large and prosperous as they are, are only drops in the great waters-or form but a small part of the business community of this country; and, indeed, the present population of the country is only in the infancy of its growth. Where then will be its power at manhood? even at the close of another half century? very far beyond the Alleghenies; yet the products of its industry must be brought over, or around those mountains, and its supplies from the seaboard have also to reach their destination by one or another of the different channels of communication now in use or to be formed. The difficulty is to be in constructing them in a proper manner, as fast as they will be required. It is important, therefore, that those which will afford the best facilities, to the greatest number of people, in the shortest period of time, on the most favorable terms, and at the least outlay of capital should be first undertaken and completed. It is not the construction of works designed especially, or even mainly, to benefit a particular city, or section of a state, which should be first undertaken: but rather those which will benefit the masses, by opening easy communication between important points, revive the industry and confidence of the people; and thus develope the resources of the greatest extent of country. Such are the works that Virginia needs-and such works she may have if she sets herself about it in earnest; yet it is not to be effected by an attempt to bring the whole of the ascending trade on the Ohio te Richmond-by prohibiting the approach of other works to the Ohio between the mouth of the Kanawha and Pittsburg-or even Wheeling. Let the people of Virginia construct their mair work from the present termination, or other suitable point near, of their James river canal, over the mountain, to, or near the mouth of the Guyandotte. Our present opinions are decidedly in favor of the southern route. They may be erroneous, if so we desire to be set right. This line once completed to the canal at, or in the vicinity of Lynchburgh, and ultimately to Richmond, then may the people of that city begin to realize their anticipations. Whatever leaves the Ohio upon this line, destined for the northern and eastern states, or middle and eastern Virginia, will be most certain to pass through Richmon; but if the main line reaches as far north as Staunton, a large amount of its business will pass down the valley, and of course to Baltimore. It strikes us therefore that, if the distance, the STRUMENTS, and not the towns or villages,

route are us favorable as those on the norther, it should, as a matter of interest to Virwill begin to talk—when they have actually events of that day, when the cars shall run through ginia, be adopted. The business on this line taken possession of her soil, and begin to imfrom the Ohio river to the Atlantic, will pass prove the general interest, then you will see hesing the desired event. We give the reports of over about 450 miles of Virginia territory; them stir about. In this way we imagine the superintendent and engineer in full, that they and thus afford facilities to as many of her the interest of the main line will be promoted may be on record for future reference. As we now citizens as any one line in the state can; yet and the work advanced, by the completion of find much convenience and advantage in being able a very large portion of them will not be di- the Baltimore and Ohio road to Parkersburg, to refer to the early volumes of the Journal, so, at rectly—though they will be indirectly—be- without interfering materially, if at all, with period even if we do not nefitted by it; therefore other lines should its business from Guyandotte. It appears to period, even if we do not. be constructed, wherever they can be, for the us, therefore, that the true policy of Virginia benefit of those who cannot use this line, is to construct her main line, and as many There will eventually be a line, we have not branches as she can, and at the same time let a doubt, up the valley, an extension of the other people, who will do so, expend their Winchester and Potomae, and there will be capital, and construct all the railroads they numerous branches connected with the main please, within her borders-the more the lines, yet none of them are likely to reach better. up into the northwestern counties, unless the Baltimore and Ohio shall be allowed to reach opinion, we would merely say that the course them in its course to Parkersburg.

works of this kind, it is an easy matter for ny, participates more of the disposition of legislators to say where it shall be laid, and "the dog in the manger," than does that of with the legislature; and so, we imagine, it will prove in the permission given this combined the company by increasing their busithis country. The best route should always quite as much as to the company, therefore be selected for great thoroughfures between the company confers as much benefit as it important points, instead of consulting the interest of a few individuals, or any particular place. The route to Parkersburg is said to be much the most favorable, and it is in a us, from the mistaken impression that the good direction for the extension of the line through the interior of Ohio; it will also accommodate a much larger number of the citizens of Virginia than if it terminates at Wheeling; while the distance from the mouth of Guyandotte to Parkersburg is such as to give to the lower, or Richmond route, a decided advantage in relation to all business desided for lower Virginia and an expenses of transportation. We shall refer to this subject to the lower Virginia and an expenses of transportation. destined for lower Virginia, and an equal again. chance for much that is destined for more northern points. It will hardly be contended, we imagine, that the business of northwestern tors, together with a report from Wm. Durbin, Jr., Virginia, at and above Parkersburg, will de-superintendent, and from R. M. Shoemaker, Esq., scend the Ohio, and pass over the road to chief engineer of this company, to the stockholders, Richimond, it will be much more likely to ascended and pass over the Pennsylvania works, on the 20th of October last, from which we learn whereas, if the Bultimore road was completional to the contract, and to be comted, it would accommodate a large number pleted to Springfield by the first of August next; at of the citizens of Virginia, and make a large which period it is expected that the Little Miami amount of the business on the Ohio, which railroad will be completed to the same point, thus cannot be "trained" off to Richmond, tribu- opening a railroad communication from lake Erie, tary still to a portion of her citizens, instead at Sandusky city, to Cincinnati. of driving it around them to Pittsburg.

the Bultimore and Ohio road to Parkersburg, of the company.

or other suitable point of termination on the Ohio, would insure the construction of the quaintance of ours—whose first introduction to the notwithstanding the editor of the Whig says | The charter was granted January 5th, 1832-the in a matter of this magnitude, unless they of May following. Thus it will be seen by its inches, on which the iron bar will be spiked.

If we may be allowed to express another of the people of Virginia, who oppose the In granting leave for the construction of progress of the Baltimore and Ohio compawhere terminate; yet it is oftentimes exceed. the company of "beggars being choosers," or of "looking a gift horse in the mouth." pany to terminate at Wheeling. There has ness: it will also be of immense advantage been too much of this kind of engineering in to the people of that region of the country,

# Mad River and Lake Eric Railroad.

We have received the annual report of the direc-

The timely aid of \$300,000 obtained by this com-We said in our remarks that "we have them to so far complete the road as to be able to

be brought to the sticking point, at this time, to open the books for subscription on the 3d Monday surmounted with an oak scantling 3 by 1

should decide the route—on the southern were, in a measure, driven to it by other friends that we have its early history on record, and

We also publish a list of the directors chosen for the ensuing year.

Report of the Superintendent, To the President and Directors of the Mad River and Lake Erie Railroad Co:

GENTLEMEN: - I submit the following brief statement of this department of your road, for the fiscal year ending 18th October, 1845.

Th	e total receipts have been		**
	69 passengers	\$5,925	06
46	freight	18,383	36
66	mail	675	63

This embraces an estimate of the probable amount of the last week's receipts, which is wheat crop in the northern counties.

The expenditures have been 6,388 57 5,345 76 " repairs of road, bridges, culverts etc.

ded the cost of building passenger and freight cars-a commodious stone building 63 by 125 feet for car shop, smith shop, and finishfor two years-wages of the conductor, clerk, enginemen, firemen, porters, laborers at water stations, fuel, oil, and all other expenses incident to transportation. "Repairs of railroad" includes cost of sills, sleepers, rails, spikes, tools, wages of men employed in keeping up the repairs of the track, repairing and rebuilding culverts, opening ditches, etc., etc.

The track between Bellevue and Tiffin, 23 miles, which has now been in use nearly five years, will require rebuilding next senson .-Most of the rails and cross ties are so far decayed as to render them unsafe for another year's business. Contracts have been entered into for a large portion of the materials necessary for its re-construction, to be delivered not a doubt but that the early completion of raise the balance \$293,354, on loan, or on the bonds at suitable points on the road during the coming winter and spring. It is proposed to use two sills on each side of the track, each 5 Ohio, would insure the construction of the quaintance of ours—whose first introduction to the by 8 inches, laid side by side and breaking James river line, at an earlier period than it readers of this Journal was on the 11th of Februa- joints at the centre. This will be equal to a will be made if that work stops at Cumber-ry, 1832, now nearly fourteen years!—is progress—single sill 5 by 16 inches. The cross-slee-land;" and we now reiterate the assertion, ing rapidly towards completion. pers will be 8 feet long, 9 inches wide at the base, 9 inches high, 3 inches wide at top laid it is "absurd and undemonstrable." It is ex- first meeting of the commissioners was held at Bell- 3 feet apart from centre to centre. The rails ceedingly doubtful whether Virginia could fontaine on the 221 February, when it was resolved will be of white oak timber 6 by 9 inches,

the one it is intended to replace, and is esti-the road. mated to cost \$1,400 per mile. 14 miles of this division are laid with an iron rail plate son, has occured since my last report. Re- fic and be more durable than any heretofore only 21 by 5 inches; this iron is too light to spectfully submitted. sustain heavy freight trains, without constant repairs; a permanent and substantial railway can only be secured by using a much heavier board of directors, I herewith submit an esti-will no doubt be found sufficient to cover the bar than any now laid down on your road.

dusky city to Bellevue, will likewise require thorough repairs next season. It is not proposed to rebuild this division until the company can provide heavier iron to supply the place of the present light bar, which is but 21 by 5 inches of a very inferior quality, and having been in use upwards of eight years, is much worn and broken.

The heavy drafts made on the earnings of the road prior to June last, to meet contractors' estimates south of Tiffin and other liabilities of the company, together with the cost of additional machinery, shops, etc., left too small a sum at our disposal to keep the track in as good condition as it should have been. The whole amount expended during the last two years in repairing track, rebuilding several large culverts, opening ditches, repairing water stations, sidings, etc., average but \$120 per mile per annum, and this too on a wooden road built in 1840 with the light iron bar before described. This sum was wholly in- viz: adequate to keep the road in good adjustment, and far below the amount annually expended per mile on the best iron roads in the country. Additional water stations will be required next year—at least one between Sandusky and Bellevue, and another between Bellevue and superstructure partly laid, to be finished Republic.

The machinery has been increased within the last year, and materials procured for a large additional number of freight cars to be to be completed by the first of June, 1846. built this winter. Provision has been made for a sufficient number of platform cars to transport the iron for your road south of Tif- first of August, 1846. On this division the governor of Georgia has the following refin, and a new locomotive has also been re- work is just getting fairly under way. ceived for the same purpose. As your business next year will require additional motive are exceedingly favorable for both rapid and power, I suggest the propriety of contracting heavy transit. at an early day for at least 4 new locomotives.

I have heretofore urged the necessity of taking early measures to provide suitable depot buildings at Sandusky city, and I would again beg leave to bring that subject to your notice. The company now own the entire block of water lots between Lawrence and McDon. curved line to 8 3 7 miles of straight line. ough streets, giving them 330 feet front on Water street and Sandusky bay, and is the only suitable site they now hold for depot purposes. It is of primary importance that proper buildings should be crected somewhere in Sandusky next season for receiving and discharging passengers and freight and for sheltering cars. Passengers are now taken up vorable consideration.

arrival and departure of trains the past than is to be 21 by 2 inches. The timber used is expansion, will mitigate taxation.

This will be a much heavier structure than in any preceding year, since the opening of all of the best and most durable quality found

No accident resulting in injury to any per-

WM. DURBIN, JR, Sup't.

The first 15 miles of the road from San-equip the entire line of road to Springfield, viz: road. Respectfully submitted.

To complete the superstructure from Ca-		
rey to Kenton	\$34,112	00
To complete the superstructure and grade		
from Kenton to Bellesontaine	98,372	0
To complete the superstructure and grade		
To complete the superstructure and grade from Bellefontaine to Urbana	37,121	0
To complete the superstructure and grade		
from Urbana to Springfield	78,395	00
To 4 miles of the side track at \$1920		
per mile	7,680	00
To 3618 tons railroad iron at \$66 per		
ton, delivered	238,788	00
To 150,000 lbs. of spikes at 51 cents per		
pound	8,250	0
Add for depots and water stations	8.500	01

Add 3 per cent. for engineering and con-15,336 54 tingencies ....

Amount required to finish road . . . . The amount required to equip the road is 

The whole length of the line is 134 miles

From Sandusky city to Tiffin, 371 miles finished.

From Tiffin to Carey, 16 miles-superstructure laid ready for the iron.

by the first of May, 1846.

From Kenton to Urbana, 41-62 milesall work under contract and progressing well,

From Urbana to Springfield, 14 88 miles work all under contract to be finished the

The curves and grades on the entire line,

feet, and the maximum of grade is 40 feet per mile.

There is 0.20 miles of curve of f 2,000 ft. rad. 2,000 to 4,000 " 4,000 to 6,000 " 4·11 7·78 3·91 66 - 66 66 6,000 to 10,000 Total 16:00 miles of curves or one mile of

The grades are arranged as follows: 11.812 miles level. 37.297 0 to 10 feet per mile. 10 to 20 " 46 244 20 to 30 " 23 275 .15 372 30 to 40

-134 000 miles.

in the country.

This track will sustain a much heavier traconstructed on the line.

The above estimates are based upon the In compliance with the resolution of the contract prices and calculated quantities and mate of the amount required to complete and entire cost of completing and equiping the

R. M. SHOEMAKER, Engineer. After the reading of the reports they were accepted and approved. The stockholders then proceeded to the election of directors for the ensuing year which resulted in the choice of the following named gentlemen, viz:

C. L. Boalt, L. G. Harkness, Huron co.; F. M. Follet, Erie co.; John Carey, Wyandotte co.; A. McConnell, Hardin co.; A. Ransom, Seneca co.; I. S. Gardner, Logan co.; S. Keener, Champaign co.; W. Hunt, Clark co.

The stockholders then adjourned. Anson Howard, Chairman; W. Lawrence, Secy.

\$511,218 07 The Sandusky Clarion says that "It is understood the railroad office will be removed to Sandusky city, that John Carey, one of the new directors will be elected president, and a Mr. Flynn, formerly cashier of the Norwalk bank, will be secretary and treasurer. I. S. Gardner, is the director selected in Logan county, and is favorably known as a first rate business man. Robert Patterson, will no longer be the secretary and treasurer. He has served the railroad in various capacities for thirteen years with an ability and fidelity that has given universal satisfaction.

> Wm. Hunt, the late president of the board has managed the affairs of the company, so as to promote its interests and reflect honor upon himself. Never have officers deserved more richly the approbation of those interested in the road.

Western and Atlantic Railroad.—The marks in his late message in relation to this

"In the execution of the law of the last legislature relative to the Western and Atlantic The minimum radius of curvature is 2000 railroad, I have not been enabled to sell or complete it. The proposition to sell was met by no corresponding offer to buy. The terms, which were in some respects limited to executive discretion, were published in several gazettes of the state, and intended to secure equal privileges to the two branch railroads connecting with the State road. It is the part of honorable duty, if at any period the state should sell this road, that those branch roads should be placed on a basis of perfect equality. But whether sold or retained, hastened or delayed in its progress, it should be regarded as the fixed policy of the state, that its ultimate completion must be effected toward the termi-The superstructure being built is of heavy ni originally designated. The necessity and and set down on the public street, which is and substantial material; it consists of a sill wisdom of this work, notwithstanding the inconvenient to us and in inclement weather 7 by 14 inches, cross-ties 9 inches base, 9 in-wasteful outlays of money upon it, will be ilextremely uncomfortable to them. The subcless high and 3 inches wide on top, and a lustrated—and are now in process of being ject is again earnestly commended to your fa-wooden rail 8 by 8 inches surmounted with a illustrated—by alleviating distress which may ribbon 11 by 32 inches in the centre of the arise from natural or artificial causes, and de-Greater regularity has been observed in the rail to receive the iron. The iron rail plate veloping new sources of wealth, which, in its

with submitted, which shows that 52 miles of next session of the legislature. the road are now in successful operation, and that the income from it for the first month, and at a distance of 20 miles only, has been \$1,200. Other and important facts are stated in the report, which will doubtless commend themselves to your consideration. *

"However advantageous the immediate extension of the road to Cross Plains may be, an increase of the public debt cannot now be recommended. To hasten slowly was once the remark of successful ambition. Its force should not now be lost upon us, when we have profitable examples of reasonable delay in other enterprizes of like character, and as heavy burthens are overlaying the public credit. If the extension be urged, it should be made upon the funds and credit of the road, with a limitation that a certain amount shall not be exceeded-and that too at periods when the work may be done economically and advantageously to the state."

most beautiful granite is now opening in this state road; and we hope, also, a branch to West town on the the Batchelder (late Thompson) Point. farm, says the Keene Sentinel, within half a mile of the railroad line. The contractor for the very extensive masonry near Branchville, will probably save \$2,000 by this discovery. The side hill is now covered with the blocks already excavated. Mr. Britton is the contractor. Messrs. Parmelee & Co. are erecting their villages of shantees near the 'Surry Summit,' and along the line beyond, and will this week put in the spade, shovel and pickaxe in earnest."

The people of New Hampshire, as well as of every other state in the union, will make many imjured as to make it necessary to amputate the leg
routest discoveries, little dreamed of before when below the knee, is now considered out of danger. portant discoveries, little dreamed of before, when they construct railroads. Railroads are truly " mineral roads," which point out hidden treasures to those who use them rightly. They will develope sources of wealth to the people where barrenness was only found before.

The Claremont Eagle says "that the good people in Claremont and on the line are wide awake on the subject of extending the Cheshire road on the cast side of the Connecticut to the present location of the Central road at Chase's island, near Windsor bridge.

The Claremont Eagle says "that the good Portsmouth, clerk.

At a meeting of the grantees of the Portsmouth, New Market and Exeter railroad, at the same place, on the same day, Alexander Ladd, Esq., of Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., of Portsmouth, The State of Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., or Portsmouth, New Market and Exeter railroad, at the same place, on the same day, Alexander Ladd, Esq., of Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., or Portsmouth, New Market and Exeter railroad, at the same place, on the same day, Alexander Ladd, Esq., of Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., or Portsmouth, New Market and Exeter railroad, at the same place, on the same day, Alexander Ladd, Esq., of Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., or Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., or Portsmouth, was chosen president of the corporation, and James W. Emery, Esq., or Portsmouth, was chosen president of the corporation, and Portsmouth, was chosen president of the corporation president of the The Claremont Eagle says "that the good There is much to be said in favor of the east side of the river, thus far viewing the connection of the Central and Cheshire roads as formed that such is the design. In furtherance therea settled question. A river road from the of, we are informed, that in the provisional organimouth of White river to Westmoreland, is all important to the towns in this valley. large and spirited meeting, it appears, took place at Claremont on Monday evening, 27th ult., when \$41,000 were conditionally subscribed, and \$16,000 the next day, that the road pass through their village. The esti-Towle, Lee. mated expense of continuing the Cheshire from the north line of Charlestown to Windsor, is estimated at only \$160,000. There must be a new charter in this case, or an extension of the Cheshire charter."

The people of Charlestown, Claremont and Cornish must bestir themselves if they would not be left on "the other side of the river"-a position which on "the other side of the river"—a position which road from Beverly to Gloucester [now in process of would not be at all agreeable to them. There is no construction by the Eastern railroad Company] is 43

" Monroe, Georgia Railroad .- Daniel Ty ler advertises in the Macon Messenger of the 30th ult., for proposals 'to furnish the rails Macon to the intersection with the state road in DeKalb county. Terms of payment, cash.'

"The Messenger says: 'The road is sold; and now belongs to those who have the ability, as well as the disposition to carry out the designs of the projectors of this undertaking.

"The road will be put in first rate order. The rails and the crossies will be made new; heavy iron will be substituted for the unsubstantial material now in use; new engines and cars will be provided; and the much abused and repudiated Monroe railroad, will

final consummation of this sale. We now look for prompt action on the part of the purchasers to com-"Railroads.-A very extensive ledge of plete the road from Macon to its connection with the

> It affords us much pleasure to receive, and publicity, to the following letter, which we take from Aagusta Chronicle of 13th instant.

> Marietta, Nov. 1st, 1845. "As it will serve to relieve the anxiety of the friends of Messrs. Garnett, Stockton and Highsmith, who were injured by an accident on the State road, on the 21st. ult., I will thank you to state that all

> on the 21st, uit., I will thank you to state that all three of the sufferers are doing well.
>
> C. F. M. Garnett, Esq., the state engineer, who had his thigh bone broken, is rapidly recovering; Mr. Wm. Stockton, the assistant engineer, who had the calf of his leg wounded, is also doing very well, and Mr. Highsmith, whose foot was so much in the calf of his leg wounded, is also doing very well, and Mr. Highsmith, whose foot was so much in the calf of his leg wounded.

Very respectfully, your obedient servant.
Theodore S. Garnett.

Portsmonth, New Market and Concord Railroad. At a meeting of the grantees of this road and their associates at New Market, on Tuesday last, George W. Ela, Esq., of Concord, was chosen president of the corporation, and James W. Emery, Esq., of

authorized by law to unite their interests and become one company, under the corporate name of the Portsmouth and Concord railroad, and we are inzation, a board of managers, or directors, were chosen, comprising the same individuals in each

chosen, comprising the same individuals in each corporation, as follows:
Alexander Ladd, Richard Jenness, James W. Emery, John P. Lyman, Wm. P. Jones Alfred W. Haven, Portsmouth; George W. Ela, David Davis, Concord; Joseph Cilley, Nottingham; David Pecker, Raymond; Wm. Plumer, Jr., Epping; Gardner

We are also informed that the engineer, Mr. T. G. Carter, under whose superintendence the surveys have been made, presented his plans and profiles of the different lines surveyed, which were quite satisfactory, entirely answering the anticipations of those interested in this important enterprize.

It is understood that measures were taken to fur-ther the work as rapidly as possible.—Statesman.

Gloucester Railroad.—We understand that the railfrom Augusta, and the stage from Griffin.
CHAS. F. M. GARNETT.

"The report of the chief engineer is heretime to be lost. Let them apply for a charter at the progressing rapidly, and that it will in all probability be completed by the 1st of July next. It will form a new era in the history of the very pleasant and good old town of Gloucester, and help to make it one of the most fashionable watering places in the country. We learn that the brick hotel is already underand crossties, to relay the entire road from of the benefits of the railroad.

> Portland and Augusta Railroad .- Mr. Hayward, the engineer, has nearly completed his location and survey of this road. He will be in Augusta in a few days to say just whose houses shall be torn down, whose gardens cut up, and where the grand depot shall be. We beg him to spare our shanty and the "old oak" that shelters it.—Augusta Banner.

We are authorized to say that the grading, mason-ry-and superstructure for the entire route of the extension of the Fall river railroad, to the junction with the Old Colony, in Braintree, was contracted for on the 4th inst., on favorable terms, to be completed on the first day of August next; thus completing the contracts, for one more line to Boston, be renewed, and made what we all have long through the densely populated and thriving manushed it to be."

We are gratified in being able to announce the We are gratified in being able to announce the long through the densely populated and Bristol counties.

We are gratified in being able to announce the long through the densely populated and thriving manufacturing villages of Norfolk and Bristol counties.

We are gratified in being able to announce the long through the densely populated and thriving manufacturing villages of Norfolk and Bristol counties.

Old Colony Railroad.—On Saturday, the 8th inst., the directors and stockholders of this corporation, with a large number of invited guests, made an excursion to Plymouth, to celebrate the opening of the road, it being the first time that a train of cars has run the whole distance. They left the station at south Boston soon after ten o'clock, with two engines drawing thirteen cars, and four hundred and fifty passengers; at the different stations on the road, which are thirteen in number, other gentlemen joined the company, and by the time they arrived at Plythe company, and by the time they arrived at Plymouth, which was in two hours and a half, the party consisted of about eight hundred in the whole.— Among the guests were the Hon. John Quincy Adams, Daniel Webster, the venerable Judge Davis, of this city, John Davis, of Worcester, several of the clergy, the presidents and directors of other railroad corporations.

Thus the people of Boston and of Massachusetts are opening new arteries from the heart to the extremeties in every direction. So will it be eventually in connection with all our large cities and states. The right spirit is rising in New York and in Philadelphia-and, indeed, throughout the country.

Albany and Troy to Buffalo, Winter Arrangement. The third run of cars from Buffalo to Troy and Albany, has been taken off. The trains now leave Albany, has been taken off. The trains now leave Syracuse as follows: two a day east and west. For the east at 7 A. M. and 8 P. M., connecting with the boats on the Hudson, both at Troy and Albany.—For the west at 7 A. M. and 6 P. M. The cars arrive at Syracuse from the east at 6 A. M. and 5 P. M., from the west at 6 A. M. and 7 P. M.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50
Wall street, on or before Wednesday, the 10th day
of December next. By order of the board of Directors. NATHANIEL MARSH, Secretary. New York November 5, 4845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. 4146

road. The Western and Atlantic Rail-road is now in operation to Marietta, and will be opened to Car-

tersville, in Cass county, on the 20th of October-and to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue, as at present, to connect daily (Sundays excepted) with the train

Chief Engineer.

BOSTON AND MAINE RAILROAD.
Upper Route. Boston to Portland via, Charlestown, Somerville, Malden,
Stoneham, South Reading,

Reading, Wilmington, Ballardvale, Andover, North haddever, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Ber

and 3½ p.m. Leave Boston for Haverfull at 7½ a.m., 2½, 3½ and 5 p.m. Leave Portland for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 6½ a.m., 9½ a.m and 4½ p.m. Leave Haverhill for Boston at b½, c½, and 11 a.m., and 6½ p.m.

Special Train.—A special train will leave Boston at for Andover at 11½ a.m., and Andover for Boston at 3½ p.m. a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ a.m., and Andover for Boston at 6½ carried over the above roads at 2 cents for Andover at 11½ carried over the above roads at 2 cents for Andover for Boston at 7½ carried over the above roads at 2 cents for Andover for Boston at 7½ carried over the above roads at 2 cents for Andover for Boston at 2 c

31 p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

Oxtober 20, 1845. 43 ly

Super't. additional value.

October 20, 1845.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

Joan Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE
Subscribers, as Agents of Mr. Geo. Crane, of
Wales, having obtained a jatent in the United
States for his process of smearing Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late R. v. F. W. Geissenhainer,
are prepared to grant licenses for the manufacture
of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,
ia45

No. 4 Sout Fronth st., Philadelphia, Pa

No. 4 Sout Fronth st., Philadelphia, Pa

CHINE WORKS OF ROGERS Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

ders with promptness and despatch.
Railroad Work.
Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange and other locomotive wheels, axies, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axies of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.
ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

POR SALE AT A SACRIFICE--A LOCO-motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists,

Alexandria, D. C. May 12tf

GEORGIA RAILROAD. FROM AUGUSTA to ATLANTA-171 MILES. This Road in connection with the South Carolina Railroad and

Goods consigned to S. C. Railroad Co, will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent. Augusta, Oct. 21 1845.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1\(\frac{1}{2}\) in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made and they may rely upon being served accord. made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Straight Axies, for Outside Connection Engines; Wrot. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective fron and Brass Castings of all descripions.t

ja45ly TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, ja45 N. E. cor. 12th and Market sts., Philad., Pa. 31 lia45

FROM AU-171 MILES. NorWich AND WORCESTER RAIL-171 MILES. Road. On and after May 22, 1845, Trains will leave as follows, viz:-Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 41 p.m. Leave Worcester, at 10 a.m., and 41 p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Nor-wich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Norwich and New York, at 54 p.m., dany, except Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 74 a.m., daily, except Sunday, and arrives in Norwich at 94.

Freight Trains. Daily, except Sunday.

Then paid in the cars.

when paid in the cars.

EMERSON FOOTE Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

solidity for years. For sale in lots to suit purchasers, in tight paper-d barrels, by JOHN W. LAWRENCE, ed barrels, by

142 Front street, New York. Orders for the above will be received and promptly auended to at this office.

SUMMER ARRANGEMENT-FARE

By the Great Southern Mail. Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston S. C. Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston 21; Baltimore to Weldor 10; Baltimore to Petersburg 750; Baltimore to

Richmond 7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 31 p.m.; arrive in Balti-more at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 121 to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twetve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.- Leave New York at 5 o'-Way Matt Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboot.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Ealtimore.

31 STOCKTON & FALLS.

BOSTON AND PROVIDENCE RAIL-road. Passenger Notice. Winter Arrange-ment. On and after Mon-day, Nov. 3, the Passenger

and 41 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and p.m. Leave Stoughton at 8.20 a.m. and 21 p.m. All baggage at the risk of the owners theneof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm.

W. RAYMOND LEE, Sup't. 31 ly

BRANCH RAILROAD and STAGES CONnecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. night from Baltimore and at 6 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

This Post in the Relay house of Distance and Washington in either direction, 4 cents per mile for intermediate distances.

St. Nicholas, Capt. Alex. H. Shultz will include the street daily with the lines and the Relay house. Fare \$1 60 through between cents per mile for intermediate distances.

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This Read is the street daily with the lines and the Relay house. the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station,

PALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 64 p.m. Arrives at York at 124 p.m., and leaves for Columbia at 14 p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 624. The train connects at York Columbia \$2 624. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Penn-

sylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket of-

Alternoon train. In strain leaves the ficket of fice daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

Ticket Office, 63 North st.

AVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 24 x 1 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2\frac{1}{2} x \frac{1}{2} inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

\$20 2m | ja46

Busicritors are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., | ja46

30 Wall st., N. York. s20 2m ja45

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the Great Western Mail leaves Bal
On and after Monday, Novem-

Trains will run as follows:
For New York—night line, via Stonington.—Leaves Boston every day, but Sunday, at 4½ p.m.
Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m.
Dedham trains, leave Boston at 9 a.m. 3, 5½ and 10 p.m.
Leave Dedham at 8 and 10½ a.m., and developed and 10 p.m.
Leave Dedham at 8 and 10½ a.m., and developed and the Warlington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia and 4½ and 7 p.m. steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M. WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at hight from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines

Gen'l. Sup't. Transportation.

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort. at 5 o'clock a.m., and 2 p.m.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 35 1v

EARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Term 4 mos. from delivery of brick on board. Refer to

James P. Allaire,
Peter Cooper,
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Patton, Jr. Philadelphia, Pa. Colwell & Co. Philadelphia, Pa.

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N. E. Screw Co. Provicence, R. I. Eagle Screw Co. William Parker, Supt. Bost. and Wore. R. R. New Jersey Malleable Iron Co., Newark, N. J. Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly. PAILROAD IRON AND FIXTURES.
The Subscribers are ready to execute orders

ber 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,)
Morrisiana, Fordham, Williams' Bridge, Hunt's
Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1 and 3.30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11.30, 2.30, and 4.30 p.m. for Williams' Bridge.

Leave White Plains for City Hall-8-10, 11-10 a.m , and 1.45, 4.10 p.m.

Leave Tuckahoe for City Hall-8.20, 11.20 a.m., and 1.55, 4.20 p.m.

Leave Williams' Bridge for City Hall—7.45, 8.45, 11.45 a.m. and 12.45, 2.15, 3.45, 4.45, and 5.45 p.m. Leave Morisiana for City Hall-8-10, 9-10, and 10

a.m., and 12·10, 1·10, 2·40, 4·10, 5·10, and 6·10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 1230 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7:30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according the state of the weather.

1y 46 to the state of the weather.

Edited by Mr. John Robertson, A. M., (connected from the commencement with the Week-

I'v Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca_____st. London. Office 153 Fleet street, London. 46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly. The Daily edition of the Courier, presents to

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weckly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, priinto a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to naintain its reputation in this respect.

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# AMERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



# ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 48.1

THURSDAY, NOVEMBER 27, 1845.

[WHOLE No. 491, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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NORRIS, BROTHERS, Philadelphia. Pa.
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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys • estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal
is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attend-ing the case,) had pass-ed several miles in advance of the place where the accident oc-curred, whereas had the car been constructed on the common plan the same kind of acci-

the same kind of acci-dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and serious-ly injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fulgraccomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

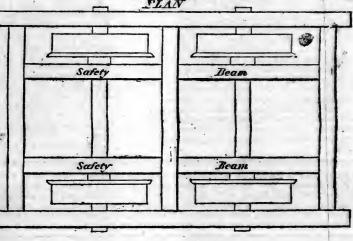
and lives in railroad travelling, and should be used on all railroads in the country.

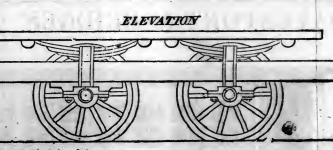
JOHN FRAZER, Agent,

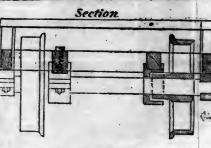
GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and transportation

office, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assoriment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very genways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at featurer wices of chimney of engines on which they are

# FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

O THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by Railroads, Railroad Directors

the section. JOHN F. WINSLOW, Agent.
Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, by the subscriber of the above name and actory—for which aler adhesion is more than double any come non spikes made at the above name factory—for which purpose they are found invaluable, as their adhesion is more than double any come non spikes made at the above name factory—for which purpose they are found invaluable, as their adhesion is more than double any come non spikes made at the above name.

Albany Iron and Nail Works, Troy, N. York, and the principal from increase in the United States are constructed on an entirely different principal from the smoke and sparks passing through the chinney, and by the centrifugation to the heated air, which alter five years' successful operation, and now almost universal use in the United States are fine to the subscriber obtained a patient are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron trails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above name factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by the Juris of the principal from increases are assented to the principal from increases and the principal from increases and the principal from increases are assented as a practicable as the principal from increases are assented to the agent, Troy, N. York, will be punctually attended to.

W. C. Walker, Agent Vicksburgh and Jackson Railroad, Wilmington, Del; J. O. Sterns, Supit Heinder St., New York; A. M. Jones, Philadelphia; T. Janaters, S. New York; A. M. Jones, Philadelphia; T. Janaters, S. P. Railroad Companies would do well to forward Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fick, President Long Island Railroad, Brooklyn.

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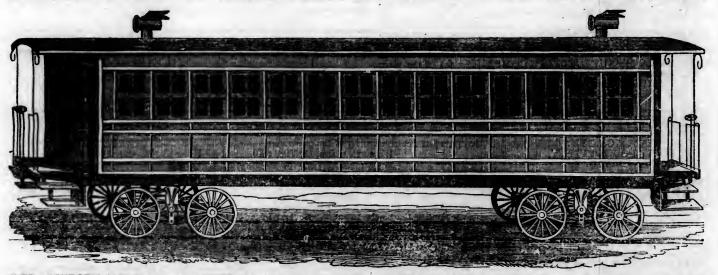
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Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whiteless of the subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

*** The letters in the figures refer to the article given in the Journal of June 1844

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

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DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. reassenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and torwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

R AILROAD IRON AND LOCOMOTIVE:
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works,
situated in the town of Newcastle, Del., Locomotive
and other steam engines, Jack screws, Wrought iron
work and Brass and Iron eastings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of
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The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS J etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters palent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very a"vantageous to the varied interests connected their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

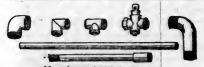
Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

O RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

### PASCAL IRON WORKS.

# WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at

Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,
jy451m President TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still now hearly at the works, and their together. manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c. Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern snop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, turnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x454 feet two ctories high with a shad may 65x400 feet.

feet two stories high, with a shed part 45, x20 feet containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 51x25 feet.

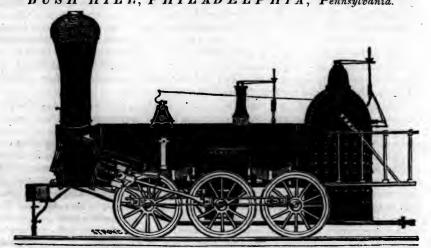
Also-A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., Emiadelphia.

YRUS ALGER & CO., South Boston Iron Company.

# NORRIS' LOCOMOTIVE BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip VI tions, viz:

Class	1,	15 inc	hes Dia	meter of	Cylind	er, X	20	inches	Stroke
"	2,	14	££	46	. ""	×	24	:6	66
"	3,	141	6.	΄ ιι ·	ш	×	20	•	•
"	4.	121	et '	t:	. "	×	20	"	66
22	5,	111	и,	. "	` "	×	20	66	"
66	6.	101	£6 '-	66	- (ć	×	18	"	á

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives, Tenders and Cars

NORRIS, BROTHERS:

Sunbury, Eric and Pittsburgh Railroad.

The following article published in a recent number of the United States Gazette contains matter of

tion-and from Ridgeway to Erie and to Pittsburgh

The distance from Ridgeway to Pittsburgh is said

About 200 miles of this line passes through a rebest quality, from which it may always have both for three miles to Le Boeuff creek near Wa cure a share of their commerce, by less rail-

in connection with the proceedings of a meeting held creek, flowing into lake Erie, from which to Pittsburgh by Sinnemahoning-110 miles at Toledo, Ohio, on 25th October and another at summit it descends to lake Erie harbor by an -together 393 miles. What if this distance Cleveland, on the 8th inst., in relation to a railroad easy grade. from Buffalo, along the south shore of take Erie, through Erie, Cleveland, Sandusky, and Toledo to Sunbury and Erie railroad, in his report to Chicago. These projects are intimately connected, the managers says:—"It appears that the lakes, and less money than to complete and may well be grouped, and considered together. They are of vast importance to the regions of country through which they pass, and which they connect, and deserve, as they will most surely receive the early and decided action of all parties interested.

gaged in commercial business, must be con- dam is 4301 feet—all of which may be ad- embark in the enterprize. It is estimated that vinced of the want of a connection with the vantageously overcome by locomotive power, 800,000 passengers are now annually passengers and the Objection and western states lakes of the northwest and the Ohio river of and that it is in no case necessary to increase sing between the eastern and western states, the west, by some means. Business is flowing eastward. New York and Boston during
all the commercial convulsions of the few
past years, have not neglected to keep the avceed 20 feet per mile, and on 2-3ds none over
line on the maintenance of trade in "perpetual motion" but have enues of trade in "perpetual motion" but have also formed new throughfares through which the rich and varied products of the west are poured into their markets, in vast quantities, abounds, and thus extra locomotive power and west by some means, burdens even adding largely to the wealth of thousands in adding largely to the wealth of thousands in may be used with advantage." In this place thought by its weight. During 1844, \$8,-

her commerce is annually decreasing by rea-quality—this with the other advantages this but from it, the rest can, in some measure be her commerce is annually decreasing by reason of the energy of N. York and Boston and Baltimore, in furnishing a cheap and speedy means of transportation, to and from the great west. Philadelphians open your purses, open your eyes to your geographical position, take the map of your state, in your hands and examine the route of the railroad that heads this article—Philadelphia and Pottsville are join-mate can be made of the cost of such a work mate can be made of the cost of such a work mate can be made of the cost of such a work mate can be made of the cost of such a work most extensive tract of fertile land known in the world, thousands on thousands of necessity of the such as a shorter and easier with lake region within the United States, at 280,000 square miles, and adds it is twice as gers and freight, not only cheaper but more rapidly than any other in the United States. We refer again to Mr. Miller. "It will not of course be expected that, an accurate estimate and a large part of surpassing fertility."

Bordering the rest can, in some measure be route for it, the rest can, in some measure be route for it, the rest can, in some measure be route for it, the rest can, in some measure be route for it, the rest can, in some measure be route for it, the rest can, in some measure be route for it, the rest can, in some measure be route for it. States for permanency, and soon will be by from as careful calculation, however, as I am a canal admitting steam vessels of two hundred tons burden. Pottsville at a small cost experience I have had in constructing similar.

Who can conceive the prospective extent can be connected with Sunbury, by finishing works in a similar country. I believe that of that population, who can conjecture the Sunbury the route of the Eric and Pittsburgh heavy iron rails including turnouts, stations, commerce between that population and the railroad, passes up the West Branch of the warehouses, machine shops, land damages east. Going east we shall have the surplus Susquehanna (at Williamsport uniting with and engineers' expenses, the sum of \$9,508, produce of 12,000,000 busy and industrious the Elmira railroad) to the mouth of the Sin- 000, or \$33,000 per mile will be required." people. Going west, we shall have all the nemahoning, up this river to the head of The cost of a single track with turnouts and luxuries and necessaries for that population. Elk creek, down Elk to Jacob's Mill, one all contingencies at this rate would be about Those of the east will get their bread from mile above Ridgeway, situated at the con-fluence of Elk creek and Clarion river—at would be for the extra distance through a bi-wearing fabrics and other products of every

ny river two miles above Warren. At War-no profit whatever be made on transportation. to be about 110 miles, and the grades exceedingly fa- ren the Allegheny is crossed and followed to The advantage of this connection over all the mouth of the Brokenstraw—up the valley other routes, is that there are no steep grades, tance to Erie is not given but it will not probably of this stream and its tributary Harris creek, no short curves, no high bridges, cheap fuel, wary much from 120 miles. gion abounding in bituminous coal and iron of the this to Big French creek, and by the valley with the lakes and Pittsburgh-and thus seusiness and fuel.

We give this communication entire, long as it is, to Le Boeuff summit, at the head of Walnut bury with Erie, will require 283 miles, branch

whole distance from Sunbury to Erie is 283 that one connection. miles, and in this distance are five summits, this point, a branch to Pittsburgh might di-tuminous coal region, and the rich iron coun-sort, of every mechanic and manufacturer.

verge which would be about 110 miles long, try of western Pennsylvania. This road at descending the whole distance, and having no \$33,000 per mile will cost \$4,950,000, or grade exceeding 12 feet in a mile. From a single track, about \$3,000,000. Mr. Milinterest in relation to the proposed railroads from Ridgeway the line to Eric passes up the valler estimates that 100 passengers carried dai-Philadelphia to Eric and to Pittsburgh. Ridgeway the line to Eric passes up the valler estimates that 100 passengers carried dai-ley of the Clarion to Johnsonburg, and then ly for 340 days in a year, in each direction This plan proposes a line in common, "a main takes the west fork and continues to its head, at a toll of two cents a mile, and 50,000 tons stem," from Philadelphia to Ridgeway in Elk county which rises near the south branch of the Te- of freight each way per annum, at two cents -- that is the Reading and other roads in continua- onista—from thence following the Teonista to per ton per mile, will pay the repairs and su-Cranberry swamp from which the water flows perintendence, and yield an income of more into Teonista creek, and also into the Alleghe than 8 per cent. on the investment, supposing

> French creek. The line then continues down and that Philadelphia may thus be connected is a few miles greater than the Juniata route, Of this route Mr. Miller, engineer of the still it will require less road to be made to connect Philadelphia with both Pittsburgh and

Any one acquainted with the resources contwo of which, Cranberry swamp and Le tiguous to our northwest lakes, and large ri-Boeuff are of small consequence; that the to-vers of the west, will not doubt a moment tal amount of rise and fall from the surface that the trade and travel pouring into this road, Philadelphians and particularly those en water of lake Erie, to that of the Sunbury will fully compensate the stockholders, who their cities, and to the states of which they are we will state for the information of those un-the metropolis.

we will state for the information of those un-acquainted with the fact that this line contin-brought into Buffalo, alone, seeking an east-We commend their vigilance, but why should ucs about 200 miles, through a country ern market; this is but one item of the vast Philadelphia be so lethargic? It is a fact, that abounding in coal and iron ore of excellent catalogue of the commerce of the northwest, ed by a railroad, not equalled in the United from the preliminary examinations alone—the world, thousands on thousands of peo-

the Danville and Pottsville railroad. From in order to finish it with a double track of amount in tons, or the value in dollars of the

travel in consequence, we will say will seek practice on the atmospheric line. this route, because it is the nearest to the Atlantic, of any practicable way, grades easier, mospheric train to remain at rest until the emptying into the heart of the iron region. fully as cheap, and all tending to furnish quick train of the rival line has passed at full speedy and low transit. There is 2400 feet speed, and then getting into motion from a surveyed, a route up Little Fishing creek, to state of rest, the atmospheric train finds but Williamsport, a distance of about forty miles, Erie railroad, our northern rival, and about little trouble in outstripping the other. These 4000 feet less than the Baltimore and Ohio "racing" trains have continued the trial of railroad, our southern rival for the Ohio trade; their strength during the whole of the past we have no grades but those admitting locomotives with heavy trains, and without extra power, while our rivals will be compelled have their road over the steepest of ours, 33 mospheric has been in no way overstated by designed to connect the little Schuylkill railfeet per mile.

the value of their position in regard to the train, consisting of five passenger coaches, west, and that generally little is known of drawn by the "White Horse of Kent" (a the importance of that trade: this should not most powerful locomotive engine, made by from, the Pottsville and Danville railroadbe, now is the time to secure to this city, Stephenson & Co., and regarded as the pat- but in no way competing with it for the coal commerce without stint, a trade that during tern card of engines supplied from that celethis generation will realize more wealth to brated locomotive manufactory,) and an at-

# Atmospheric Railway.

We find the following remarks, in relation to experiments made on the Croydon railway, in the London Railway Record of 1st inst. They are, we think, well calculated to convince those who have been sceptical and may possibly induce those, who the speed; and ladies, instead of dreading have been compelled to acknowledge the advantage the open carriages, as on locomotive lines, of the system, on high grades and short lines, to are to be found riding in the leading carri-

# The Croydon Atmospheric Railway.

The Croydon atmospheric railway, which last week was specially worked for that por-tion of the community most interested in daily, and the public at large have been allowed to gratify their curiosity by travelling with trains at stated periods of the day.

The result of all the workings which have hitherto been considered by the company and Mr. Samuda as experimental, for the purpose of training the men in the efficient discharge of their duty, has been of the most satisfactory nature. As far as the public case is concerned, the matter is now set at rest. The iar superior speed, the increased luxury of travelling, and the absence of all apprehension of danger during the rapid transit of mocrat says: trains, must determine that point.

The local circumstances of the line are peculiarly favorable for the institution of a comparison between the rival modes of locomotion; and the engineer of the atmospheric line has availed himself of that circumstance to satisfy the public practically of the superiority of his system over that of his rival.

which only one month since would have been but about nine miles more grading to con-consented to serve.

This commerce and the multitude who must regarded as a fable, is now the almost daily nect it with the Little Schuylkill railroad,

The usual plan of operation is for the atand present week, and must by this time have satisfied those who have watched the result, that the superior speed claimed for the atits advocates. On Thursday last a trial of It is said Philadelphians have never known speed took place between the Dover quick Philadelphia and the people of our state by ten times than the cost of the means by which it is to be secured.

mospheric train, consisting of seven passenter than the cost of the means by ger coaches. The atmospheric slacked its speed and allowed the locomotive train to it will become an important feeder. pass at full swing, and then taking up the chace, passed its adversary in less than two

The comfort is as prominent a teature as

mospheric system on this railway is one of such deep interest to shareholders, and the advantages of the system, and beneficial influence it will exert on railway property, so little understood generally that we shall the sand her honor placed above represent railway matters, has been continued at work little understood generally, that we shall take another opportunity of entering on these matters more fully. In the mean time we re-

# Cattawissa Railroad.

We perceive, says the U.S. Gazette, that there is to be a meeting of the stockholders of the Cattawissa railroad company, in this city on the first day of December, on the subject of the road, its means, location and probable advantage. The Blumesburg De-

"We understand that the stock has lately changed hands, and that the road is soon to be completed to the Susquehanna river. The road has been purchased by a company of sic merits of its location, and as the cheapest the advance paid.

The annual meeting of the Wilmington and Randonly feasible route from Philadelphia to The annual meeting of the Wilmington and Randonly feasible 13th the Susquehanna river, and from thence to leigh [N. C.] railroad company was held on the 13th lake Erie, and not like other projects we wot list. The receipts of the year ending 1st October, of for the nurnose of merely advancing the We allude to the fact of the Dover and of, for the purpose of merely advancing the Brighton railways running parallel to the interest of land speculators, stock jobbers and Croydon atmospheric line for nearly the obscure villages, which have nothing more whole of the distance at present worked; thus to recommend them than puffs of wind, hills, affording the locomotive and atmospheric valleys, tunnels, and inclined planes. The trains an opportunity of running side by side. road is already graded for about forty miles To catch or overtake "an express" train, from the Susquehanna river, and requires

and thus make a continuous railroad from Philadelphia city to the Susquehanna river, which passes through a valuable iron and coal region, without any very deep cuttings, tunnels or inclined planes. This portion is to be commenced as soon as the road is completed to the river at Cattawissa.

This road, if we understand the matter, is road with the Susquehanna at, or near, the mouth of Cattawissa river, and it will thus be nearly parallel to, and not very distant trade, we believe, as it penetrates another range of valleys, north and west from Port Clinton, on the Reading road, and to which

Wabash and Erie Canal.—At a public meeting of chace, passed its adversary in less than two miles, and continued its course till its fiery friend was lost sight of in the distance!

The comfort is as prominent a teature as urging upon the legislature the adoption of such mea sures as will secure the desired effect. Also the following resolution was adopted:

Resolved, That the interest of our foreign bondholdof the system, on high grades and short lines, to ages of the train, so free from all annoyance into use on "long lines," as well as short ones.

We shall endeavor to keep our readers apprised

The result of the application of the attemption of the attemption of the system.

> River Railroad.—We understand [says the West-chester Herald] that the engineers under the direction ters more fully. In the mean time we reof John B. Jervis, Esq. are actively prosecuting their
> commend all interested in railways to go and
> see and judge for themselves.
>
> on the east bank of the river—with very favorable
> prospects of an easy and successful route for the pro-

> > The Harlem company's contractors are also engaged in breaking ground on their route as far north as Putnam line; and are locating their laborers.— We shall note the progress of each company as they advance.—Poughkeepsie Telegraph.

> > We learn from the Belknap Gazette that the directors of the B. C. and M. railroad are receiving proposals for the grading and masonry of the entire road from Concord to Wells river, and are hoping to be able to close favorable contracts very shortly for the whole work. Several companies are ready to contract on very favorable terms.

Atlantic and St. Lawrence Railroad.-We learn that letters are received here by the last steamer, anwealthy gentlemen on account of the intrin-nouncing that the subscription to the stock of the Casic merits of its location, and as the cheapest nadian part of the road, was nearly completed, and

From railroad	\$161,484 127,009	11 34
The expenditures were	288,493 212,094	45 20

Governor Dudley was re-elected president, and

			NGLIE	I RAIL							e and have let tillers the	
		n pounds. be raised	TA . I	4	THE THE	= = = =	Divide	di de filot	1	9	RAILWAYS,	Capita
		2.2	s. in porter to be tale mortgage.	surrs, in punnel ided at dates ; balance shrets,	# 2.7	Total carnings, in pounds, for six mont as stated in latest to ance sheets.						
	Miles opened.	2.0	Total sums, in po- authorized to bu s by loan or mortga	253	25	五五五		1 =	1 1		Aherdeen	1,600,0
	9		ii c	.2 0	E.X.3	12.52	chare.	cent.	share.	share.	Barnsley Junction	200,0
NAME OF RAILWAY.	o	otal sums, in thorized to shares.	35.5	Be B	3 4 2 3	F = 4	Z.	2 3	3	Phi	Belfast and Ballymena	385,0
	2	ese e	1130	E - E	5 2	5-25		2 2	1.7	Ju (	Blackburn and Accrington.	400,0
	=	rız ar	Z.7.2	2 de 2	S * 5 4	Ex TH	cı	Per per s	E	0	-Birk, and Ches. Junction !	1,000,0
	7.	E de	bollos	E 2 8	# E E S	e ta	2		9	3 (	Bolt., Wigan and Liverpool	'sco.0
		Tot by	3 1	Total expen	200 2	100	£ s. d	£ s. d	Paid	Value	Caledonian	1.800.0
			1 7 A	190 000		760 Co 06	0 12 6			20		1,250,
rboath and Fortar	15	102,000	35,000	190,010								
irmingham and Gloucester	55	1,187,500		1,500,806	32,261	53,203	1 50		1		Chatham and Portsmouth.	
randling Junction	23	161,700	305,470	481,452				4 10 0		51	Chester and Wrexham	120,0
ristol and Gloucester	371	400,000	211,000	657,825					30	59		1,800,
hester and Birkenhead	144	759,000	143,170		5,856	13,148	0 10 0	2 0 0	50	60	Direct Northern to York	4,000,
ublin and Drogheda	31	450,000	150,000					nihil.	60	115	Dublin and Belfast	950.0
ublin and Kingston	6	200,000	152,200	349,736			9 0 0	9 00			Dundee and Perth	250.
undee and Arbroath	163	100,000	49,445		9 090	6,993					Edinburg and Northern	800,
urham and Sunderland	18:		124,055		0.000	17,702		nihil.	50	25	Ely and Bedford.	270.
ast County and North and East			124,000	2 021 005	47 205	118,726	1 66		45	57	Glosgow, Dum. & Carlisle.	
		4,443,200								78		
dinburg and Glasgow		1,125,000	3/3,000	1,049,023		55,856						1,200,
lasgow, Paisley and Ayr	51	937,500		1,071,258			_			73 5	Gt. Grimsby and Sheffield.	600,
lasgow, Paisley and Greenock	221		216,666			23,447					Harwich and E. coun. Jun.	160,
rand Junction	104	2,478,712		2,503,671	84,309	195,080			100:		Huddersfield & M. rl. & cl.	6: 0,
reat North of England	45	969,000	581,017	1,307,487	12,201	36,189	3 0 0		100	230 (	Kendal and Windermere	125,
reat Western	2214	4.650,000	3.679.343	7.145.689	143,279	440,046	1 00	8 0 0	80	215	Leeds and Dewsbury	100,
[artlepool	151	438 000	155,540						100		Leeds and Thirsk	900,
eicester and Swannington	161	140,000		140,000		6,317	1 5 0				Liv. Ormskirk and Preston	600,
iverpool and Manchester	32	1,209,000				141,252			100			1,750,
lanelly									87			5.000.
	27	200,000	44,000			4.000						
ondon and Birmingham						456,997						500,
ondon and Blackwall	31		266,000			23,870				10 2		200,0
ondon and Brighton		1,935,000		2,637,753		130,156				77 2		300,0
ondon and Croyden	81	550,000	2-29,000	761,885	7,583	10,545		4 0 0		23 4		250,0
ondon and Greenwich	3:	759,383	<b>@</b> 33,300	1.040,930	15,193	28,933		nihil.	13	115	Mullingar and Athlone	
ondon and South Western	921	2,222,100	630,100	2,604,405	89,439	190,631	2 0 0	10 0 0	41	82 5	Newcastle and Berwick	700,0
lanchester and Birmingham		2,100,000		1,923,699				5 0 0		62 5		
lanchester and Bolton	10	778,100	197,730			21,140				69		700,0
lanchester and Leeds and Hull		2,937,500				156,761		81. 4 101.		70 3		650,
					40,000	076 100					Shrewsbury and Gd. Junc.	
		5,158,900			13,221	276,129	3 0 0					400,
ewcastle and Carlisle	61		188,563		26,499	46,745	5 00					900,
ewcastle and Darlington	23	500,000		405,728							Trent Valley	900,
ewcastle and North Shields	7	150,000	153,876	309,629	8,943			6 9 0			West London Extension	64,
orth Union	39	739,201	308,306	1,028,593	24,788	37,794	2 10 0					1,000,
ris and Orleans	82	1,600,000	400,000 1	1,978,415			0 16 0		20	45 5	Whitehaven and Maryport	100,
ris and Rouen	84	1,440,000	,		31,247	91.171		8 0 0	20	40 >	FRENCH RAILWAYS.	
eston and Wyre	19	830,000	179,852	355,161	4,191			4 0 0			Boulogne and Amiens	1.500
effield and Manchester.		1,150,000	311,759	951,455				nihil.			Central of France	
outh Eastern		2,996,000				139,042		3 1 4	22	18	Lyons and Avignon	100
	30					90 600	1 17 7	3 15 0	100	04	Orleans, Tours & Bordeaux	2,200,
			195,000	595,089	9,115		1 1/ /	5 100	90	50	Davis and I was	2,000
lster	25	519,150	29,000	348,626	5,401						Paris and Lyons	
armouth and Norwichork and N. Mid. and Leeds and Selby	201	187,500	62,500	230,036	5,186						Paris and Orleans	
ork and N Mid and Leade and Calbul	00	1.069.500	167,500 1	107 146	31,349	75,474	3 10 0	10 0 0	501	15 0	Paris and Rouen	400

	Num. of	14 C								Amount			
						Present	NAME OF COMPANY.	shares.	share.	paid.	per ann.	price.	price.
nglo Mexican Mint	shares.	share.	paid.	per ann.		price.	Loughborough	70	1421	1421	70	1140	
			10		157	15%	Monmouthseire	2,409	100	100	10	160	160
nti Dry Rot	10,000		181		2		Melton Mowbray	250	100	100	10	117	117
ustralian Trust Company	5,700	100	35		341		Mersey and Irwell	500	100	100	10		1
eneral hteam Navigation	20,000	15	14	10	271	27	Macclesfield	3,000	100	100	21	15	15
it Western Steam Pa			100		25		Neath	247	100	100	17	365	365
Ietropolitan Wood Pav	15,000	10	6	5	61		Oxford	1.786	100	100		505	
Patent Elastic Pav	10,000	1	1	5	11		Regents or Loncon	21,418	334	331	21	25	25
Peninsular and Oriental	11,493	50	50	7	641	65	Shropshire	500	125	125	6	120	120
Ditto	3,200		40	7			Somerset coal	800		150	71	123	123
Polytechnic Institution				6			Stafford and Worcester		140	140	25	480	480
Reversionary Int. Soc	5,387	100	100	41	104	104	Shrewsbury	500	125	125		230	230
R. Mail Steam Packet	15,000	100	60		364	37	Stourbridge		145	145		360	360
South Western Steam	4,000		5				Stroudwater		150	150	19	-00	000
Ship Owners' Towing	3,000		71	10	15		Swansea	533	100	100		240	240
Thames Tunnel	4,000		50				Severn & Why & Rail Av.	3,762	261	261	51	30	30
Iniversity College	1,500	100	100	1	1	1	Trent and Mersey	2,600		50		495	100
	Car	nals.					Thames and Medway	8,149	194	194		10	10
Ashby de la Zouch	1.432	113	av.	1 4	, 70	, 70	Warwick and Birmingham.		100	100		167	1
Barnsley	720		100	14	180	180	Warwick and Napton	. '980	100	100		122	
Birmingham, 1-16 share	3.000	1181	79	10	150	160	2	Water	Work	4.			
Do. and LiverpoolJunction	4.000		100		131	131	Birmingham	4,800		25 1	31	28	1 28
Coventry	500		100	20	365	365	East London	4,433		100	8	223	225
Cromford	460		do.	24	250		Grand Junction	5,500		41 2-3		88	90
Derby	.600		do.	9	105		New River L. B. Ann	1.500			21		1
Erewash	231	do.	do.	32	440		Manchester and Salford	6,486		30	8	57	57
Forth and Clyde	1,297		401	4	440	440	Vauxhall, It. S. London	1,000		100	5	55	55
Grand Junction	11,600		100	7	162	1611	West Middlesex	8,294		631		126	127
Grand Surrey	1,500		do.		00	1018	Y Con Milation Cart III III		eks.	1 00%	10/1	120	1127
Floucester and Rerkley	5,000		do.		8	8	Commercial Dock			1100	1 3	1 10	
Grantham	749		150	8	185		East and West India	1,000	sto.	100	51	137	
ancaster			471	3	40		London	3,238,310			41	1144	115
eeds and Liverpool	2,897		100		640	640					5	116	
eicester	545	.00	140		139	139	Southampton	1,352,752 7,000		50	3	110	171

		Length	,	1 18	S ANI		14.		State C	anals	re all 4 te	et deep, and	the locks
	STATE WORKS.	Length in miles		Income.	Expend.	Income.		13 to 1	17 feet v	vide, a	nd 80 to 90	feet in leng	th.
Y	IBlack river canal		1,524,967					Th	e six n	illion	s paid to	o the canal	fund fr
1 33	2 Cayuga and Seneca		237,000		10,953	24,618		auctio	on and	salt o	duties ar	re not inclu	ided in
4	3 Champlain canal	64	1,251,604	1 102,308		116,739						enesee valle	
٠	4 Cheming	23	684,600	8,140	14,486							large sum	
	5 Chenango	97	2,420,000	16,195	15,967	22,179	15,960	compl	letion,	the int	erest of	which addi	tional s
•	6 Crooked lake	8	156,777	461	3,674	1,498	3,951	is mu	ch grea	ater th	an the es	stimated gro	es inco
:	7 Erie—enlargement of	363	12,648,852	1,880,316				of the	se can	als w	hen finis	shed. The	sums
	8 Genessee valley		3,739,000									vo canals ar	
	9 52 miles opened, cost \$1,500,000		0,100,000		13,819	19,641						their total	
	Oneida lake	6	50,000			621						409,000; au	
	1 Oswera		565,437		22,742	56,165						incomes (a	
1.	1 Oswego	25	303,437		20,110	7,381						\$14,000 res	
	3 Delaware canal					109,278							
	4 French creek.					100,210						he works of	
			CO 000			381	>					19,401; for	
- 1	5 Seneca river towing path	03:	4 004 000			443,336						30 millions	
1	6 Columbia railroad		4,204,969			170 791	138 015	The	recei	pts for	1844 We	ere as follow	
1	7 Eastern division					179,701	100,513	Canal	tolls,		1011 W		578,
1	8 Juniata canal	93											252,
1.	9 Portage railroad	361 >	1,828,461		• • • • • • •	351,102	240,343	Motiv	e powe	er, ·		-	319,
13	0 Western division canal	105	_					" "TIRCL	°C	-			13,
2	North branch Susquehannah canal	73				101.940	57.633			35,922	is from	118 miles of	f railro
-2	2 West " " "	73					3.,000	and &	578.40	from	550 mil	les of canal.	-
0 3	3 Hocking canal	56	975,130	4,757		5,286							
1.2	Il Miami canal	1 85	1,660,742	68,640	38,826	77,844						e dollar.	
2	5 Miami extension	105	2,856,636	8,291		12,723		perty	iles of	of IIII	in the C	tate which	vielde
2	6 Miami northern division	35	322,000			unfin'd.		1049	MACO C	on all	d in 10	tate, which	the
	7 Muskingum		1,627,318			29.385	15,027	1843	\$4/1,0	23, an	d in 184	44 \$515,393	, the c
15	S Ohio	334	4,600,000		123,398	343.711		161 13	n 4.5 i	neino:	* 13 3 / / 7	233 I ne 1	Increas
	Wabash.		3,028,340		6,400	49,589							
	0 Walhonding.		607,269			1,977	- 000	D26 63	chinited	12 01	eater ind	crease infini	ighout
			255.015		1,782	8,747		count	ry than	ever	before k	nown.	
	Western road					0,111	-,,,,,	The	ese 21	millio	ns on su	indry works	vield
1.7	2 Sundry works		11,000,000						e wha				-
3	3 Maume canal		10 000 000					The	centre	al rail	road viel	lds above 6	per ce
1 2	Usundry works	110	10,000,000	140.00~	~E 000	911 170	80 420	and is	s the or	nly St	ate work	-the Erie	canal
	Central railroad		1,842,308	149,907	19,900	60 241	70,000	center	-whi	ch is	able to st	and alone.	
13	6 Southern railroad	08	930,293	21,064	1,907	00,041	10,000	- opio		-	~~~	~~~	~~~
~	······	Length		1843.	Div	18	344.	Div.	Value	1			
	CANALS.	in	Cost.	Income		Inc	ome.	per cent.	stour.		K	EMARKS.	-
	:	miles.		Gross.			- Nett.	-		-			
	Blackstone						*****						
4			400 000		1			1		1			ome for
	Bald Eagle Navigation		400,000					1		337			
	Beaver and Sandy, (part)		1,000,000						• • • • • •	W	e may, p	erhaps, at so	he nam
	Beaver and Sandy, (part)		1,000,000						•••••	time	be enable	ed to give th	he part
	Beaver and Sandy, (part)		1,000,000 12.370.470	47.637						lars o	be enable	ed to give these canals.	he part
	Beaver and Sandy, (part)	184 12	1,000,000 12.370.470	47.637						lars o	be enable of all the e Chesar	ed to give these canals.  beake and C	he part Dhio ca
	Beaver and Sandy, (part)	184 12	1,000,000 12,370,470 300,000	47,637					26	lars of	be enable of all the e Chesal t vet co	ed to give these canals.  peake and Completed to	he part Thio ca the
	Beaver and Sandy, (part)	184 12	1,000,000 12,370,470 300,000 3 500 000	47,637 . 279 795 10	2 221	190.693	120,624		26 31	lars of The is no mines	be enable of all the chesapet yet cos. hence	ed to give these canals.  peake and Completed to its trifling its	he part  hio ca  the oncome
	Seaver and Sandy, (part)	184 12 13	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,693	120,624		26 31	lars of The is no mines	be enable of all the e Chesap t yet co s, hence e enlarge	ed to give these canals.  peake and Completed to its trifling itement of the	he part  hio ca  the  ncome  e Sch
	Scaver and Sandy, (part)	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 . 279,795 10	2,221	190,693	120,624		26 31	lars of The is no mines The kill of	be enable of all the chesal yet cos, hence the enlarge anal has	ed to give these canals.  peake and Completed to its trifling its ement of the been communication.	he part  hio ca  the come  e Schu
	Scaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa	184 12 13	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,693	120,624		26 31	lars of The is no mines The kill care	be enable of all the chesapet yet cos, hence the enlarge anal has	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
	Seaver and Sandy, (part)	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,693	3 120,624		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
	Beaver and Sandy, (part)	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000	47,637 279,795 10	2,221	190,693	3 120,624 84 455		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its trifling its ement of the been communication.	he part  hio ca  the come e Scho nenced
	Beaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit Delaware and Raritan	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000	47,637 279,795 10 	2,221	190,693	84,455		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
	Scaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark.	184 12 13 108	1,000,000 12,370,470 300,000 3,500,000 200,000 2,900,000 300,000	47,637	3,327	190,693	84,455		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
	Scaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000 300,000	47,637 279,795 10 99,623 5	3,327	190,693	84,455		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,000,000	47,637	3,327	190,693	84,455		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
	Scaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000 300,000	47,637	3,327	190,693	84,455		26 31	lars of The is no mines The kill carrier of the for one of the interest of the	be enable of all the e Chesap of yet co s, hence e enlarge anal has e Morris he million	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part  hio ca  the come e Scho nenced
10.4.4.	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,000,000	47,637	3,327	190,693	84,455		26 31	time lars of The is no mines The kill of The for or of its	be enable of all the eccept of all the eccept of the cost, hence e enlarge anal has e Morris eccept.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one	he part he part the neome e Sch nenced lately e-fourt
	Scaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,900,000 1,000,000	47,637 279,795 10 99,623 5	2,221	190,693	84,455	f canal	26 31	time lars of The is no minee The kill of The for or of its	be enable all the eccept of all the eccept yet cost, hence the enlarge anal has been million cost.	ed to give these canals.  peake and Completed to its triffing its ement of the been communications.	he part he part he ca the neome e Sch nenced lately e-fourt
	Scaver and Sandy, (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Delaware and Chesapeake Schuylkill Farmington James river and Kenhawa Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water Union Morris	184 12 13 108 108 10 43 45 80 101	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,900,000 1,000,000	47,637 279,795 10 99,623 5	2,221	. 190,693	84,455	f canal	26 31	time lars of The is no mines. The kill of The for or of its	be enable of all the eccept of all the eccept of the cost, hence e enlarge anal has e Morris eccept.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one	Dhio ca the ncome e Sch nenced lately e-fourt
	Scaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,900,000 2,000,000	47,637 279,795 10 99,623 5	2,221	. 190,693	84,455 Width o	f canal.	26 31	time lars of The is no mines. The kill of The for or of its	be enable of all the ec Chesaj tyet co s, hence e e enlarg and has e Morrise million cost.	ed to give the see canals. peake and Completed to its trifling i ement of the been common as canal was in, about one lincon	Dhio ca the ncome e Sch nenced lately e-fourt
	Scaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 300,000 2,000,000 1,000,000 No. of Locks	47,637 279,795 10 99,623 5	2,221	. 190,693 . 131,491 . Depth on mitre sill.	84,455 Width o Bottom	f canal- Surface	26 31	time lars of The is no mines. The kill of The for or of its	be enabled all the economic of all the economic of the constant of the constant of the constant has been enabled and has e Morrishe million cost.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	Dhio ca the ncome e Sch nenced lately e-fourt
ain	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie.	184 12 13 108 	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000	279,795 10 99,623 5 ge Length of chamber feet. 150	3,327 Size of lock of Width. feet. 26 1-2	. 190,693 . 131,491 . Depth on mitre sill. feet. 8 1-2	84,455 Width o Bottom feet. 45	t canal. Surface feet. 81	26 31	time lars of The is no mines. The kill of The for or of its	be enable of all the ec Chesaj tyet co s, hence e e enlarg and has e Morrise million cost.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	Dhio ca the ncome e Sch nenced lately e-fourt
ain	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousicion branch to Dunville (not adde	184 12 13 108 10 43 45 80 101	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  No. of Locka in fee	99,623 5  ge Length o chamber feet. 150 150	2,221 3,327 Size of lock of Width, feet. 26 1-2 26 1-2	190,693 	Width o Bottom feet. 45	t canal. Surface feet. 81	26 31	time lars of The is no mines. The kill of The for or of its	be enable of all the ec Chesaj tyet co s, hence e e enlarg and has e Morrise million cost.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	Dhio ca the ncome e Sch nenced lately e-fourt
ain	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousicion branch to Dunville (not adde	184 12 13 108 10 43 45 80 101	1,000,000 12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000 30,000	279,795 10 99,623 5 ge Length of chamber feet. 150	3,327 Size of lock of Width. feet. 26 1-2	. 190,693 . 131,491 . Depth on mitre sill. feet. 8 1-2	84,455 Width o Bottom feet. 45	t canal. Surface feet. 81	26 31	time lars of The is no mines. The kill of The for or of its	be enable of all the ec Chesaj tyet co s, hence e e enlarg and has e Morrise million cost.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	Dhio ca the ncome e Sch nenced lately e-fourt
aim	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Fide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousion branch to Dunville lerce's brauch to Port Maitland below.	184 12 13 108 	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  No. of Locka locks. in fee	99,623 5  ge Length o chamber feet. 150 150	2,221 3,327 Size of lock of Width, feet. 26 1-2 26 1-2	190,693 	Width o Bottom feet. 45	t canal. Surface feet. 81	26 31	time lars of The is no mines. The kill of The for or of its	be enable of all the ec Chesaj tyet co s, hence e e enlarg and has e Morrise million cost.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	be part be car the car the car neome e Sch nenced lately e-fourt
aim	Geaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie ion branch to Dunville   not added teree's brauch to Port Maitland   below.	184 12 13 108 10 43 45 80 101    Length in miles.	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  No. of Locks in fee  31 328 6 1 6 -	99,623 5  ge Length o chamber feet. 150 150 200	3,327 3,327 Size of lock f \overline{\pi} \text{Width.} \\ \text{feet.} \\ 26 \text{1-2} \\ 45	190,693 . 131,491 . 131,491 	Width o Bottom feet. 45	t canal. Surface feet. 81	261 261 261 Estim	time lars of Th is no mines Th sill confidence of its	be enable of all the ec Chesaj tyet co s, hence e enlarg and has e Morris e millior cost.  **xpended to pt. 1843.*  *xpended to pt. 1843.*  485,572	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	be part be car the car the car neome e Sch nenced lately e-fourt
aim	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Fide Water. Union. Morris. Dismal Swamp.  Treamal Swamp.  Treamal Swamp.  Treamal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie ion branch to Dunville for addedicted below. The St. Lawrence canal. St. and Port Cardinal	184 12 13 108 10 43 45 80 101  Length in miles   12 10 43 28   21 1 1-2 2	1,000,000  12,370,470 300,000  3,500,000  2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 1,000,000	279,795 10  99,623 5  99,623 5  chamber feet. 150  150  200	3,327 Size of lock f Width. feet. 26 1-2 26 1-2 45	131,491 131,491 Depth on mitre sill.  feet. 8 1-2 9	Width o Bottom   feet. 45 35 45 50	t canal- Surface feet. 81 71 85	261 261 261 Estim	time lars of Th is no mines Th sill confidence of its	be enable of all the ec Chesaj tyet co s, hence e e enlarg and has e Morrise million cost.	ed to give the see canals. peake and Completed to its trifling it ement of the been common seanal was in, about one lata.	he part  his case the concome e Schuenced lately e-fourt
ain	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousicion branch to Dunville I creek branch to Port Maitland below. The St. Lawrence canal. ss and Port Cardinal	184 12 13 108 10 43 45 80 101    Length in miles.   Length   Lengt	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000 2,000,000 1,000,000 1,000,000	ge Length of chamber feet. 150 200 200 200	3,327 3,327 3,327 6 Width. feet. 26 1-2 45	190,693 . 131,491 Depth on mitre sill. feet. 8 1-2 9 9	Width o Bottom feet. 45 35 45 50 50	t canal	261 261 261 3,948	time lars of The is no mines The kill of The is no of its The is at a see the	be enable of all the le Chesa, le vet cos, hence le enlarge anal has le Morris le million cost.    Xrended   10   10   10   10   10   10   10   1	ed to give the see canals. See canals. See canals. See canals. See canal was not a see	Dhio ca the concome e Schuenced lately e-fourt
aimetroadapi	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie ion branch to Dunville and tece's branch to Port Maitland below. The St. Lawrence canal. Disk point	184 12 13 108 10 43 45 80 101    Length in miles	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  31 328 1 6 1 6	ge Length of chamber 150 200 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 2	2,221 3,327 3,327 Width feet. 26 1-2 45 45 45	ks. 190,693 131,491	Width o Bottom feet. 45 35 45 50 50 50	f canal.  81 71 85 90 90 90	261 261 261 3,948	time lars of The is no mines The kill of The is no of its The is at a see the	be enable of all the le Chesa, le vet cos, hence le enlarge anal has le Morris le million cost.    Xrended   10   10   10   10   10   10   10   1	ed to give the see canals. See canals. See canals. See canals. See canal was not a see	Dhio ca the concome e Schuenced lately e-fourt
ain	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  Tecanadian canal. trunk from Port Colborne to Port Dalhousic ion branch to Dunville force's brauch to Port Maitland below. The St. Lawrence canal. ss and Port Cardinal l Plat.  In passing the Long Sault rapids.	184 12 13 108 10 43  45 80 101  28 121 1 1-2 2 4 11 1-2	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 2,000,000 1,001,000 1,001,000 1,001,000 1,001,00	99,623 5 99,623 5  see Length of chamber feet. 150 200 -2 200 -2 200 -2 200 200	3,327 Size of lock Width feet. 26 1-2 45 45 45 45 45 55	. 190,693 	Width o Bottom feet. 45 35 45 50 50 100	t canal.  1	261 261 261 3,948	time lars of The is no mines The kill of The is no of its The is at a see the	be enable of all the le Chesa, le vet cos, hence le enlarge anal has le Morris le million cost.    Xrended   10   10   10   10   10   10   10   1	ed to give the see canals. See canals. See canals. See canals. See canal was not a see	he part  his case the concome e Schuenced lately e-fourt
ainctroad	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie ion branch to Dunville force's branch to Port Maitland below. The St. Lawrence canal. ss and Port Cardinal 1 Plat.  In's point.  Ill, passing the Long Sault rapids.  Inois do, Coteau, Cedars and Cascades road.	184 12 13 108 10 43 45 80 101    Length mile mile mile mile mile mile mile mile	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 1,000,000	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	2,221 3,327 3,327 6et. 26 1-2 45 45 45 45 45 45	ks. 190,693  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491	Width o Bottom feet. 45 35 45 50 50 100 80	t canal	261 31 261 261 3,948 672 8655	time lars of Th is no mine Th kill of Th is no mine Th kill of Th is no of its	be enable of all the ec Chesaj tyet co s, hence e enlarg and has e Morris e millior cost.  **xpended to pt. 1843.*  *xpended to pt. 1843.*  485,572	ed to give the see canals. 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ainet	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousic ion branch to Dunville a creek branch to Port Maitland below. The St. Lawrence canal. so and Port Cardinal a Plat. In's point. Il, passing the Long Sault rapids. rnois, do Coteau, Cedars and Cascades roace and Lachine rapids.	184 12 13 108 10 43 45 80 101  Length in miles. 28 11 1-2 4 3-4 11 1-2 11 11-4 8 1-2	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 2,000,000 1,001,000 1,001,000 1,001,000 1,001,00	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	3,327 Size of lock Width feet. 26 1-2 45 45 45 45 45 55	. 190,693 	Width o Bottom feet. 45 35 45 50 50 100	t canal.  1	261 31 261 Estim 3,948 672 865 1,190 old ca	time lars of Th is no mine the Th kill of Th for or of its 572 2, 498 498 498 498 498 498 498 498 498 498	be enable of all the chesal yet cos, hence e enlarge and has e Morris e million cost.    xrended   to cost.     xrended   to cost.	ed to give the see canals. See canals. See canals. See canals. See canals with the completed to its trifling it ement of the been common seanal was m, about one lead.  Incomplete to its trifling it ement of the common seanal was m, about one lead. See canal was m, about one lead. See canal was m, about one lead.	he part  his case the concome e Schuenced lately e-fourt
ainet	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousic ion branch to Dunville a creek branch to Port Maitland below. The St. Lawrence canal. so and Port Cardinal a Plat. In's point. Il, passing the Long Sault rapids. rnois, do Coteau, Cedars and Cascades roace and Lachine rapids.	184 12 13 108 10 43 45 80 101  Length in miles. 28 11 1-2 4 3-4 11 1-2 11 11-4 8 1-2	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 1,000,000	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	2,221 3,327 3,327 6et. 26 1-2 45 45 45 45 45 45	ks. 190,693  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491	Width o Bottom feet. 45 35 45 50 50 100 80 80	t canal	261 31 261 261 3,948 672 8655	time lars of Th is no mine the Th kill control of its seate. 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aintainet road alor arread ahan ahan arread arread ahan arread	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousic ion branch to Dunville are cells brauch to Port Maitland below. The St. Lawrence canal. so and Port Cardinal and the left of	184 12 13 108 10 43 45 80 101  Length in miles. 28 11 1-2 4 3-4 11 1-2 11 11-4 8 1-2	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 2,001,000 1,001,000 1,001,000 1,001,000 1,001,00	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	3,327 3,327 Width, feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	ks. Depth on mitte sill.  feet. 8 1-2 9 9 9 9 9 9	Width o Bottom feet. 45 35 45 50 50 100 80 80	c canal	261 261 261 3,948 672 865 1,190 old ca 1,001	time lars of The is no mines of The is no mines of the image. The is at a second of its second of it	be enable of all the chesses of	ed to give the see canals. See canals. See canals. See canals. See canals with the completed to its trifling it ement of the been common seanal was not about one lata.  1843. 64,658.	be part be car the car the car neome e Sch nenced lately e-fourt
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Length   Lengt	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 2,001,000 1,001,000 1,001,000 1,001,000 1,001,00	gel Length of the Chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 2	3,327 3,327 Width, feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	ks. 190,693  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491  . 131,491	Width o Bottom feet. 45 35 45 50 50 100 80 80	t canal	261 261 261 3,948 672 865 1,190 old ca 1,001	time lars of The is no mines of The is no mines of the image. 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ainmeteroaciania arrea uha ahine gen	Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousic ion branch to Dunville are cells brauch to Port Maitland below. The St. Lawrence canal. so and Port Cardinal and the left of	184 12 13 108 10 43 45 80 101 28 121 1 1-2 4 11 1-2 11 1-4 8 1-2 122 66	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 1,000,000 1,000,000 1,000,000 2,001 1,000,000 1,000,000 1,000,000 1,000,000	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	2,221	ss. 190,693 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 131,491 . 13	Width o Bottom feet. 45 35 45 50 50 100 80 80 80 1844	c canal	261 31 261 261 3,948 672 865 1,190 old ca 1,001 200	time lars of The is no mines that of The is no mines that of the is at a terms of its search of its	be enable of all the chest of all the ch	ed to give the see canals. 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alora apicarre nwa hine gen	Geaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Fide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousic ion branch to Dunville for branch to Port Maitland below. Fine St. Lawrence canal. ss and Port Cardinal lell, passing the Long Sault rapids. rnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids. ent of do. Fotal from lake Erie to the sea.	184 12 13 108 10 43 45 80 101 28 121 1 1-2 4 11 1-2 11 1-4 8 1-2 122 66	1,000,000  12,370,470 300,000  3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  2 7 2 11 1 1 31 1 7 48 9 82 1 5 44 1 57 525 7 9 741	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	2,221 3,327 3,327 6eet. 26 1-2 45 45 45 45 45 45 45 45 45 45 45 45 45	190,693	Width o Bottom feet. 45 35 45 50 50 100 80 80 80 1844 Incom	t canal.  71 85 90 90 120 120 60	261 261 261 261 3,948 672 865 1,190 old ca 1,001 200	time lars of Th is no mine the Th kill of Th for or of its see the see	be enable of all the characteristics of all the characteristics, hence is enabled to the control of the control	ed to give the see canals. peake and Completed to its trifting it ement of the been common seanal was not about one leads 64,658	Dhio ca the cancome e Schunenced lately e-fourt
lainnata alora alo	Geaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Fide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie ion branch to Dunville force's branch to Port Maitland below. The St. Lawrence canal. Se and Port Cardinal. I Plat. The Spoint. Ill, passing the Long Sault rapids. Trois, do. Coteau, Cedars and Cascades road, do. Lachine rapids. Total from lake Erie to the sea.	184 12 13 108 10 43 45 80 101    Length in miles.	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  2 7 2 11 1 3 1 7 48 9 82 1 5 44 1 57 525 7 9 744 6	ge Length of the chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 20	2,221	190,693 . 131,491 . 131,491 . 131,491 . 131,491 . 141 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151	Width o Bottom feet. 45 35 45 50 50 100 80 80 80 1844	c canal	261 261 261 3,948 672 8655 1,190 old ca 1,001 200	time lars of Th is no mine the Th kill of Th for or of its 572 2, 498 498 498 498 498 498 498 498 498 498	be enable of all the characteristics of all the characteristics, hence is enabled to the control of the control	ed to give the see canals. See canals. See canals. See canals. See canals with the completed to its trifling it ement of the been common seanal was not about one 1843.  64,658.	he particular the cancome. e Schurther cancome. 1844.
lainnata alora alo	Geaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Fide Water. Union. Morris. Dismal Swamp.  The Welland canal. trunk from Port Colborne to Port Dalhousie ion branch to Dunville force's branch to Port Maitland below. The St. Lawrence canal. Se and Port Cardinal. I Plat. The Spoint. Ill, passing the Long Sault rapids. Trois, do. Coteau, Cedars and Cascades road, do. Lachine rapids. Total from lake Erie to the sea.	184 12 13 108 10 43 45 80 101    Length mile       11-2    2 4	1,000,000  12,370,470 300,000 3,500,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000  2 7 2 11 1 3 1 7 48 9 82 1 5 44 1 57 525 7 9 744 6	ge Length of chamber feet. 150 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2 200 -2	2,221	190,693 . 131,491 . 131,491 . 131,491 . 131,491 . 141 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151 . 151	Width o Bottom feet. 45 35 45 50 50 100 80 80 80 1844 Incom	t canal.  71 85 90 90 120 120 60	261 261 261 261 3,948 672 865 1,190 old ca 1,001 200	time lars of Th is no mine the Th kill of Th for or of its see the see	be enable of all the characteristics of all the characteristics, hence is enabled to the control of the control	ed to give the see canals. peake and Completed to its trifting it ement of the been common seanal was not about one leads 64,658	Dhio ca the concome. e Schunenced. lately se-fourth

		L'ngtl		Loans	RAILH			43.	Div.	1 10	44.	Div.	1 16	45.	Div.
-	NAMES OF RAILROADS.	in miles.	Cost.	and debts.	of shares.	on	Inc	ome.	per cent	Inc	ome.	per cent	Inc	ome.	per
Maine.	1 Portland, Saco and Portsmouth		1,200,000		Bildics.	-1	89,997		-	131,404					:
N. Ham. Mass.	2 Concord	35						69 400	6			12			
141488.	4 Boston and Maine extension		1,485,461 455,703	unfin.			178,745			233,101	86,401				
	5 Boston and Lowell	26	1,863,746				277,315	144,000	8		147,615				
	6 Boston and Providence	41	1,886,135 2,914,078				233,388				1156,109 1195,163				
	8 Berkshire	21	250,000	not state	1			17,500	7	17,737					
	9 Charlestown branch		280,260				000 500	140 505	13	34,654	13,971				
	11 Fitchburg.		2,388,631 1,150,000	iustonn'o	1		219,563	140,595	6	42,759	26,835				
	12 Nashua and Lowell	141	380,000				. 1 84,079		8	94,588	34,944	10			
	13 New Bedford and Taunton						50,671	24,000	6	64,998	24,000	6			
	15 Norwich and Worcester	66	172,883 2,290,000		16.53		162,336	24.871		230,674	99,464	3			
	16 Old Colony		87,820	unfin.					1						
	17 Stoughton branch		63,075 250,000	unfin.				20,000	8	96 687	20,000	8			
	19 Vermont and Massachusetts		200,000							30,007	20,000				
	20 West Stockbridge	3	41,516	200	20.000	100		204 422		P-0 P-0	120 000	3			
	22 Worcester branch to Milbury	156	7,686,202 8,431		30,000		073,882	284,432		103, 103	139,679	3			
	23 Housatonic, (10 months,)	74	1,244,123							150.000	1				
Conn.	24 Hartford and New Haven	38 251	1,100,000						••••		•••••	6			
	26 Stonington, (year ending 1st Sept.,)	48	2,600,000				113,889			154,724	79,845				
N. York.	27 Attica and Buffalo	31	336,211				45,896	7,522		73,248	48,033				
	28 Auburn and Rochester	78 26	1,796,342	200,000	14,000		189,693	27 334	• • • •	237,667 96 739	152,007 52,544	6			
	30 Buffalo and Niagara	22	200,000		1,500			21,002		30,730					
	31 Erie, (446 miles,)		5,000,000												
	33 Harlem	96	2,250,000	750,000	30,000			48,000							
	34 Hudson and Berkshire	31	575,613		30,000	50				35,029	1,789				
	35 Long Island	96	1,610,221 1,317,893		29,846			50 700		153,456					
	37 Saratoga and Schenectady	22	303,658				69,948	58,780 3,000		79,804 34,666					
	38 Schenectady and Troy	201	640,800				28,043	·		32,646	6,365				
****	39 Syracuse and Utica	53	1,115,897	none.	16,000	621	163,701 76,227	72,000		192,061 114,177					
• • • • •	41 Troy and Greenbush	6	180,000				10,221			*******	10,000				
••••	42 Troy and Saratoga	25	475.801				44,325	21,000		38.502	9,971				
N. Jersey	44 Camden and Amboy	78 61	2,168,165 3,200,000	none.	20,000	100	277,164 682,832	383,880	9.	331,932 784,191	199,094	8			
	45 Elizabethtown and Somerville	26	500,000												
	46 New Jersey	34	2,000,000			• • • •	• • • • • • • •	•••••	• • • •	• • • • • • • • • • • • • • • • • • • •	• • • • • • •		• • • • • • • •	••••••	
Penn.	48 Beaver Meadow	26	1.000,000												
	49 Cumberland Valley	46	1.250.000												
	50 Harrisburg and Lancaster	36 10	120,000	645,929	• • • • • • •	• • • •	• • • • • • • •		••••	• • • • • •		• • • •	77,538	9,988	• • • • •
	52 Little Schuylkill	29	900,000												
	53 Blossburg and Corning. 54 Mauch Chunk		600,000												
	55 Buck Mountain	9	72,000	•••••	• • • • • • • •	••••	• • • • • • • •	• • • • • • • •	• • • •	• • • • • • •				•••••	••••
• • • • •	Minehill and Schuylkill Haven	191	396.117	25.000	7,019	50			12			12			
	57 Norristown*	20 30	800,000						• • • •			• • • •			••••
	59 Pottsville and Danville	291	1,500,000		• • • • • • •								••••••		
	60 Reading.	94	1,500,000 9,457,570	7,447,570	40,290	50				597,613	343,511				
	61 Schuylkill valley* 62 Williamsport and Elmira	10 25	1,000,000 400,000 1,400,000				20,000	• • • • • • •	• • • • •			••••		•••••	••••
	63 Philadelphia and Baltimore	93	1,400,000				43,043	200,000			210.000				
Delaw're!	64 Frenchtown	16	600,000 7,742,410 1,800,000												
	bb Baltimore and Washington	188	1,742,410	1,153,709	• • • • • • • •		575,235 177 993	71 601		658,620 212 130	104 590	••••	738,603	374,762	3
	67 Baltimore and Susquehanna	1274	3.000,000			1						1			
Virginia	68 Wrightsville, York and Gettysburg 69 Greensville and Roanoke		DINGULARI						1						1
	/UPetersburg	6.5	969,880	37,544 63,000	7,690	100				25,368 122,871	72.898	6	• • • • • •		••••
	Portsmouth and Roanoke	781	1,454,171 800,000								,				
	72 Richmond, Fredericksb'g and Potomac. 73 Richmond and Petersburg	76 221	700,000		• • • • • • • • • • • • • • • • • • • •	• • • •	•••••	•••••	••••	185,213	85,688		•••••	• • • • • • •	••••
	74 Winchester and Potomac	20"	500,000												• • • • • • • • • • • • • • • • • • • •
N. Car.	75 Raleigh and Gaston	841	1,360,000 1,800,000 5,671,452					· · · · · ·							
S. Car.	[7] South Carolina	136	1,800,000	• • • • • • •		••••	•••••	•••••		•••••		5	• • • • • • •		1
	(8) Columbia	66	0,671,452		34,410	75	201,464	77,456		532.871	140.196				
Georgia	OGeorgia	1471	3,000,000	300,000	24,300										
16	Dil Montgomows and Most Dains	00 1	2,650,000 . 500,000	170,000		100	240,026	108,207		35 COO	15 000	••••	• • • • • •		••••
Kentikud	221 exington and Ohio	40	450,000						1						
	33 Little Miami.	40	400.00K			- 1		1	- 1				,		
Inglana.c	Di Madison and Indiananolie	56	212,000	50.000			22,110	8.639	8	39.031	10.065	91	24,984	3,280	••••
Canada.	Champlain and St. Lawrence	15		50,000				12,000		58,000	24,000				
		اا													••••

communications by Monday morning at latest.

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PRINCIPAL CONTENTS.	=
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# AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

## Thursday, November 27, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 22,704 01 tons, and by canal 8,839 05, making 31,543 06 tons for the week. BY RAILROAD.

From Pottsville and Port Carbon—total	
From Port Clinton—total	19,902
Total by railroad	754,619
From Pottsville and Port Carbon—total	155 900
From Schuylkill Haven—total tons	
From Port Clinton	
Total by canal	. 249,756
Total by railroad and canal	. 754,618
Total shipments from Mauch Chunk	Lehigh

Total snipments from	Mauch	Chunk.	Lenigh
coal and navigation co.			
Summit mines, -	1	171.898	
	-		
Room run do., -	-	67,500-	-237.407
Beaver Meadow railroad	and coa	l co.,	71,011
From Penn Haven—Ha			64,440
From Rock Port—Buck	Mountai	n coal co.	, 21,713

396,571
WYOMING COAL TRADE—total178,745
PINE GROVE COAL TRADE.—total44,736
MINEHILL AND SCHUYLKILL HAVEN RAILRDAD-
total tons411,446
MOUNT CARBON RAILROAD—total tons241,566
MILL CREEK RAILROAD—total85,826
SCHUYLKILL VALLEY RAILROAD—total103,375
[Miners' Journal.

WESTERN RAILROAD.—Receipts for week ending November 15.

	1845.	1844.
Passengers	\$5,767	\$4,846
Freight, etc	13,515	11,723
Total	\$18,282	\$16,569
Net gain this week		1,713
Net gain previously sinc	e Jan. '45	49,564

Transactions of the Reading railroad for the month of October for three years:

1843. 1844. Business ... \$58,160 34 .. \$66,476 59 .. \$131,879 64 Coal tons ... .. 37,261 ... . 55,525 ... . 92,415

Canal Tolls.-Amount of tolls received on all the New York state canals, in each of the following vears, viz:

,	2d week in Nov.	Total to 14th Not
1839	\$65,978	\$1,542,041
1840	82,575	1,695,162
1841	74,575	1,948,751
	77,534	
1843	91,693	2,016,176
	96,698	
	144,173	
		Albany Atlas.

American Railroad Iron.-We ask the attention of our readers and especially of railroad companies, Col. Crozet, civil engineer, to Mr. Lyons, of Rich. from those nett earnings. Respectfully yours.

the agents.

Mr. Herron's Plan of Superstructure.-We give in this number a description and estimate of the cost of Mr. Herron's plan of superstructure with an it. We shall keep our eye upon those three miles, and our readers apprized of its performance. We great saving of machinery and iron.

History of the Coal Trade of the Schuylkill re gion, Pa. We very cheerfully give, [see advertizing columns] the card of Mr. Bannan a place in the Journal. It relates to a matter in which this community has an abiding as well as a burning interest, and we know of no gendeman better qualified to write its history. It will afford us pleasure to be instrumental in the sale of the work.

Thanks to the friend who sent us the Logan Gazette; he will perceive, however, that we had al-

### Harlem Railroad.

We learn, by their advertisement in another column, that this company will apply to the legislature, at its ensuing session, for permission to extend their road to Albany. It is much to be desired that a road should be constructed between this city and Alters in the country granted, amended and extended; yet little progress has been made, comparatively nothing but engineering done, and that mainly at the engineer's expense, under that charter which has now nearly expired.

Now another company comes forward and proposes to construct a road, and of course has to encharter, and now, therefore, comes the contest. A word of advice to both parties-unite-unite your forces, gentlemen, and work together, then we shall probably have a road to Albany.

# Great Western Railway, C. W.

We learn, from the best authority, that the entire stock of this company has been taken in England by a few of the leading capitalists, and that 15 per cent. on the entire amount, \$6,000,000, has been paid up. That fact alone, shows that it is not, and will not be, in the hands of speculators. The stock commands a high premium in London, and is at 6 per cent. advance at Hamilton.

Arrangements are now making to commence operations by the 1st of December, and the road is to be in full operation by the autumn of 1848! This is nearly equal to the present English mode of making and furnishing an entire line of 92 miles in twelve months and a few days, by one contracting firm.

This road is to commence at Windsor, opposite Detroit, and pass through London to Hamilton, 190 miles, and then probably be continued to Fort Erie, opposite Buffalo, or to Niagara Falls direct, and Paid in on each share..... ract-thus uniting the interests of both Buffalo and will be a fine opportunity to make a first rate investment of capital, and a beautiful display of engineering skill, and of the mechanic arts.

# Virginia--Internal Improvements.

Reference has been made to a letter addressed by

Correspondents will oblige us by sending in their to the advertisement of the "Montour Iron Compa- mond, on the subject of completing the line of comny," of which Messrs. Murdock, Leavitt & Co. are munication between the eastern and western sections of Virginia. The Richmond Enquirer, of Wednesday, contains that letter, and accompanies its publication with a series of remarks, from which we take the following, which appears to us both just illustration which will enable any one to understand and appropriate, and we trust that such counsels will prevail at the coming session of the legislature. Let the people of Virginia give proper attention to should like to see more of it in use. It would be a the cultivation of the soil, and at the same time construct suitable main lines for travel and transportation, and then invite northern men of enterprize to occupy their vacant lands, and join with them in the improvement of their unsurpassed water power, and the working of her rich mines, and they will soon find their affairs to wear a very different aspect. "Old Virginia" will be herself again, and again assume her proper relative position among the states of the union, which she has lost by the improvident course of her sons-not her daughters, for they are proverbially good managers-but which may be regained by a wise and vigorous system of cultivaready published the report of the superintendent and tion and improvement of the soil, and a judicious extension of her works of internal improvement. It is only for the people of Virginia to will it, and then to act in accordance with that determination, Will they do it? We shall see. The editor says:

> "The letter of Col. Crozet discloses to us the important fact, that the route to Parkersburg from Baltimore, is impracticable for all useful purposes, and that our central improvement has nothing to fear bany—and that the different interests should be harmonized. The subject has been a long time under consideration and discussion; one of the best charters in the country granted, amended and extended a point from which the competition with our route

> would be very little greater than that from Pittsburg.
> "But whether greater or less, we would no longer enact the dog in the manger to our brethren of that portion of the state. It seems we cannot be connected with them in trade, by railroad or otherwise, as the route from Staunton to Parkersburg is also impracticable. It is idle to expect their trade to de-scend to the Great Kanawha—they have no imcounter the opposition of those having the original provements from the interior to that river. And if a railroad were given them to accommodate that trade, it would be a link in their desired connection with the Baltimore road.

"We see, therefore, no ground for unnecessary jealousy among the friends of improvement. The northwest, the central line and the southwest may all unite in one common cause, and with the aid of those in the east, who have always favored their views, added to such as are now daily heard to say, 'we ought heretofore to have gone for these improvements, and will no longer oppose them, a reasonable hope may be indulged, that the ensuing session of the legislature will be characterized and chronicled in after time, as the great one in the cause of internal improvement and education."

# Table of American Railroads.

The following is precisely what we wish to receive from those who have the means to detect and correct errors in this table, and we are much obliged to the gentleman who sent it to us. Will others please do likewise?

For the American Railroad Journal.

I give you the following facts as connected with the Buffalo and Niagara Falls railroad company. 

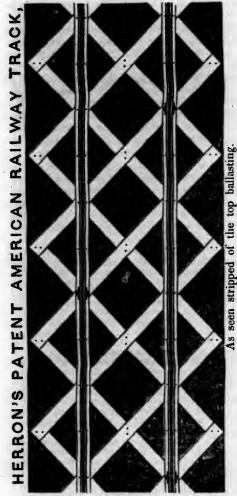
The gross earnings of the road are calculated Rochester. This is a magnificent project, and it from June to June of each year, and therefore I do not give them.

> 3 per cent. dividend was declared on the 1st June last, and 3 per cent, has lately been declared out of the nett earnings of the 6 months ending 3d November, the company having still on band a reserve fund

Herron's Patent Railway Track.

For the American Railroad Journal.

The cut is a plan of the railroad track invented and patented by Mr. James Herron, C. E., as it is dation. laid upon the Philadelphia and Reading railroad, between Valley Forge and Phænixville. It is represented as seen before the trellis foundation was



The trellis, or diagonal sills, represented in white, are 3 inches thick, 8 inches wide, and 14 feet 9 inches long. These sills are of sawed white pine piece at the time it was subjected to the process. timber. They were laid upon the clay embankments and in the wet cuts, without any ballasting under them; but little way below the surface of the timber in the and it will be seen, they make an angle of about forty- generality of cases, it could not reach, and arrest, foundation for supporting the rails, as shown in the cut. These sills are not notched into each other where they cross, but are secured together, on the centre line and extremities, by two spikes driven in each made the first successful application of it, by hycrossing.

White pine and hemlock string pieces, 5 inches thick, 8 inches wide and about 20 feet long, are laid an engine or car, by any means be thrown off the diagonally upon the latticed sills, and are united to rails, it will not likely result in any serious damage, each other at their ends, by a suitable scarfing. The as the trellis sills are covered by the ballasting, leavstring pieces were dressed to a thickness where they ing nothing exposed, as the cross sills are, for the rest upon the intersections of the lattice; the inner wheelsto "bump" upon, and thus shatter the carriages. side being made † of an inch thinner than the outer And, as the string pieces and rails are strongly sefor the purpose of inclining the surface of the rails cured, they will serve as guards to keep the carriato suit, as nearly as possible, the conical form of the ges from running off the embankments. Cases

ing upon the string pieces, with which they regular-|continued on, in two instances, for more than a ly break joint, while the latter are evenly sup-mile before the men upon the cars discovered it. ported by the strongly combined elastic trellis foun-

The rails, string pieces and trellis sills, are secured together upon this track, by ‡ inch screw bolts, two at each intersection of the lattice. And the ends of the rails are joined by chairs of wrought iron of a new design.

The fastenings used upon this track are more than fifty per cent, heavier than those Mr. H. used upon his Baltimore and Susquehanna track; but, for the generality of railways throughout the United States, the common hook spike fastening would be quite sufficient and would materially reduce the first cost of the track. Mr. Herron has, however, devised a more perfect system of adjusting fastenings than any he has hitherto put in practice, by which the rails and string pieces could be removed, replaced and adjusted, without disturbing the ballasting, or the sub-structure. Those fastenings will also afford great additional facility in the taking out, and replacing any of the trellis sills that may require it; which can be done on any of his tracks, without stopping the trade of the road, but with the more improved fastenings to the extent of the whole tim-

The whole of the timber used in this track underwent an antisceptic process. A solution of the bichloride of mercury being forced into the wood by a pressure of 100 pounds on the inch, the air being exhausted, by which nearly half a gallon of solution was forced into each cubic foot of timber. The strength of the solution was 1 pound of sublimate to 15 gallons of water, with the exception of 9,500 feet laid between the 28 mile post and Phoenixville lons of water. *-

The simple soakage of timber in this solution, for a sufficient length of time, [Kyan's process] has almost universally proved successful, both in the large quantities thus prepared in England, as well as in the more limited application of it, hitherto made in the United States. And where an occasional piece of timber has been found to decay, in some of the large lots thus prepared in England, [for as yet there is no evidence of any timber prepared with corrosive sublimate having rotted in the United States | there is much reason to suspect that it was owing to decomposition having too far advanced in the heart of the

As the penetration by soakage, however, extends five degrees with the line of the rails. A second the decay in progress at the centre, hence the more course, of the same sized sills, laid nearly at right effectual process of forcing the solution into the angles on the former, make together, the latticed body of the timber, to perfect saturation, has been adopted by the British admiralty, and on some of the more recently constructed railways in England, as well as by Mr. Herron, who is believed to have draulic pressure, in the United States.

Security on this track is nearly perfect, for should ed by the heavy black lines, have a continuous bear- more wheels were thrown off the rails, yet the train MANENT RAILWAY.

November 15th, 1845.- This track has now been opened to the heavy trade one year and five days, during which time eight hundred thousand tons, of 2240 lbs., of coal have rolled over it. The gross tonnage of the coal trade, cars and engines being added to the above, will make about 1,310,000 tons. And the whole rolling tonnage, including freight, passengers, etc., probably, 1,400,000 tons.

The excellent condition of the track at this time and the ease of motion with which the cars roll over it, are proverbial.

The quantity and cost of materials and workmanship, per mile of track, were as follows, viz: 8 633 cubic feet [103 600 ft hm Lof white

6,033 cubic feet [ 103,000 ft. b.m.] of white	
pine at 15 2-3 cents	\$1,352.55
8,633 cubic feet of timber impregnated	
with the bichloride of mercury, by hy-	
draulic pressure, at 5 12-100 cents per	•
eubic foot	442.00
7,794 lbs. of wrought joint chairs, screws	
caps and bolts, at 8 cents	623.52
7,575 lbs. of hook headed screw bolts and	
nuts i inch diameter, at 7i cents	587.06
2,000 lbs. of Burden's 7 inch boat spikes,	
at 51 cents	110.00
2,143 lbs. cast iron washers for bolts at	
3 cents per pound	61.30
<u> </u>	

Cost of materials exclusive of rails....\$3,179.43 93 tons of H rails, 59 2 lbs. per yard of bar at \$60 per ton...... 5,580.00 Workmanship, constructing and laying track, about. .....

Cost of one mile of Herron's patent

The above account does not, of course, include the cost of widening the cuts and cinbankments, removal of slips, loose stone, solid rock, and ditching; nor the distribution of materials, straightening of damaged iron, cost of hydraulic Kyanizing apparatus; timber and other materials left, and since used upon other parts of the road, etc.

When spikes are used to secure the rails, instead of screw bolts, the cost will be very considerably reduced, and as timber may generally be had at onethird less than the above price, and as it may be preserved with chloride of zinc, the cost of No. 2 track laid with heavy iron will be from seven to eight thousand dollars per mile.

For the purpose of extending the benefits of thi improvement as widely as possible, Mr. Herron has determined to render his patent charge merely nominal, by merging it in cost of construction, while the latter will be fixed, in accordance with the usual prices, at a fair moderate estimate for mechanical labor; and it will be found by comparison, to be in many cases, much lower than the prices that have been paid for the better description of tracks in use. Thus, for the construction of No. 1 track, with screw bolt fastenings, and all his more recent improvements, at the present price of labor, he will charge one thousand dollars per mile.

No. 2 track, under the same circumstances, will be constructed for eight hundred dollars per mile.

These prices may have to be slightly increased in the southern states or wherever labor is high.

Companies will thus get the benefit of Mr. H.'s engineering experience and skill in perfecting their superstructures, while it will be clearly to his interest to execute the work in the most substantial and wheels in use upon the road. The rails, represent have occurred, where a car axle broke, and one or faithful manner, that will make it in truth a PER-

### Georgia Railroad and its Extension.

We are indebted to an intelligent friend for an interesting letter, from which we make the following extracts, in relation to the contemplated extension of the Georgia railroad. We were under the impression that the connection of the Georgia and to be constructed on his plan. Central roads with Alabama or the Montgomery and West Point railroad, was to be effected by a road from Griffin, or some suitable point on the Monroe road to West Point, about 65 miles-but we learn from this letter that it is contemplated to construct a railroad from Atlanta, the termination of the Georgia road, direct to West Point, about 85 to 90 miles, which wilt be considerably shorter than by the way of Griffin. It is also in contemplation, we learn, to construct a railroad from Macon to Columbus, and thus open an easy communication between the best cotton region of Georgia, and Alabama and Savannah. This will greatly increase the business of the Central railroad and of Savannah. It is to be hoped that both of these extensions will be speedily commenced; and also that the Western and Atlantic road will be completed to the Tennesee river, without delay. The advantage to be derived from it use. He will also find copious extracts from the will be proportionably much greater than the outlay report of the committee appointed by parliament to required to complete it. The writer says:

"I have no doubt of the early extension of the Western and Atlantic railroad to the Tennesee river, at Rossville [Chatanooga]. With the exception profitable; yet we were of the opinion that it should of a short tunnel of some 1200 feet, and the superstructure of a few bridges, the entire road is ready in railroads, that it might be exploded if a humbug for the reception of the rails. That the continuation of this road to Nashville will be undertaken and ac- safety to the locomotive system. complished within a few years, no one who will consider its commanding position, can for a moment question. It brings Nashville within 570 miles of the system, since last year, of which we shall enthe Atlantic at Charleston, and opens to us at once deavor to give some account before long. the heart of the great west-affording an outlet for

"As commanding as the position of our road is, in reference to the trade of the west, it is not the less so in relation to the travel between the north and decidedly in favor of making experiments in France. southwest. The great northern and southern mail now traverses the whole length of our road from Augusta to Atlanta, 171 miles, and thence is carried hope on the arrival of the next steamer. in stages 136 miles, via Newmas and West Point, to the head of the Montgomery railroad. It is over this route that the connection by railroad between Atlanta and the Montgomery railroad will be formed, and not by the zigzag track via the Monroe railroad that you suggest. As soon as the country has recovered entirely from the effects of its former excesses in all sorts of speculative projects, this connection - which not only affords an avenue for northern travel, but will also receive that from Tennesee to New Orleans—will be undertaken and and send us his paper. completed. Its length will only be about 85 or 90 miles to its junction with the Montgomery and West

Point railroad. " On the north of us, the present route of the great mail and travel is circuitous, and encounters occasional delays unavoidable upon ocean navigation. These difficulties it has been proposed to overcome, either by a road from Waynesboro' on the Wilmington and Weldon railroad, by Fayetteville, Cheraw and Camden to the South Carolina railroad at Gadsden, or by a continuation of the Raleigh road tion, as there is just room for another column of figto the same point."

The "old north state" must be aroused to action on this connection between her works and those of South Carolina. It will never do to have such a break in such a line.

For the American Railroad Journal.

MR. EDITOR. A London paper states that the Atmospheric railway system has of late been so greatly improved by Pilbrow, that new roads in Great Britain, to the extent of one thousand miles, are about

Your Journal has published from time to time notices of atmospheric railways; but neither in it nor elsewhere have I seen any account of the cost of their construction. Have you any such information in your possession? If so, its publication would doubtless interest many of your readers.

ENQUIRER.

You noticed, some time ago, the receipt from F. O. J. Smith, of a book called "Vocabulary for secret correspondence, by means of the electro magnctic telegraph." Is the work for sale in this city?

If "Enquirer" will examine the volume of the Railroad Journal for last year, 1844, he will find a very full description of the atmospheric railway as then in use on the Kingston and Dalkey road, with illustrations and estimates of cost for constructing and working, as compared with the other mode in investigate the merits of the system. Indeed, the space devoted by us last year to this new mode of working railways, was greater than many thought be thoroughly understood by all who are interested -and adopted if superior in point of economy and

Great improvements, however, are said to have been made, both in the construction and working of

The description given by us last year was from its productions some hundred miles shorter, from the Mr. Samuda, one of the patentees, and may theremouth of the Ohio, than by any other route to an force be supposed to be put in the most favorable light -but we have now before us the report of M. Mallet, a French engineer, who visited Kingston for the purpose of making experiments. His report was

We shall probably be able soon to give the result of recent experiments on a more extended scale, we

In relation to the "vocabulary of secret corres pondence," we cannot say whether or not they are for sale in this city. They were, we believe, printed by order of congress.

Canal Tolls for October 1845 .- The editor of the monthly statement of receipts of tolls on the different canals, a statement also of the expenses of collection,

We have now before us the statement for October which has a column showing the expense of collection of tolls, but not of superintendence, and tending locks. Will the editor do us the further favor to add another column still, showing the cost of superintendence and lock tending? We desire to publish these statements regularly in the journal, as we shall be able to do from the Atlas, which we now find a regular and acceptable visitor.

There will be little trouble in making this addiures, as will be seen, if fine type is used. The Atamount collected for toll in the month of October on the several canals, and also the expenses of collection, that is, the amount paid to the collectors and that the entire road should be made within their clerks, the canal boat inspectors, etc. The extra the limits of our government; and that a'll

penses of collection are retained by the collectors out of the tolls of each month and the balance of the tolls is placed to the credit of the treasurer. In the following statement, the first column shows the profollowing statement, the first column shows the proceeds deposited to the credit of the treasurer for -the second shows the expenses of collectors' offices and the salaries of inspectors—the third column shows the gross amount of tolls for the month of October on all the state canals.

١	Erie canal\$14	1,470 71 . \$5,024 17 . \$149,	494.00
	Champlain16	5,320.791,184.2817,	505-07
	Oswego	828.57412.1710,	205.74
i	Cavuga & Seneca	5,011.36200.185	211.54
		2,024-98201-162,	
		.255.4989.53	
I	Chenango	$3,938 \cdot 39 \dots 12 \cdot 17 \dots 3,$	950.56
	Genesee valley	3,891.80172.704	064.50
		25.0041.27	
	Seneca river	63-29	. 63-29

485,840-38 7,337-63 493,178 01

The expenses of collection on the Chenango caabout \$150. These expenses do not include the charges for superintendence, lock tending, etc., which amount to about half a million of dollars per annum.

Railroad Meetings in Ohio.

We take from the Ohio State Journal, of 12th inst., the following account of a meeting held at Toledo on the 25th of October, for the purpose of considering the subject of a railroad from Buffalo. along the southern shore of lake Erie to Toledo, and thence to Chicago, or to some point in Illinois, with a view to its extension to St. Louis. We concur fully with the editor of the State Journal in the opinion that "this road is one of vastly greater importance than any or all others now proposed in and from the northern section of our state;" and therefore we hope to see it taken hold of with the right spirit, and prosecuted with vigor even until it reaches the Mississippi in more places than one.

The proceedings appear to have been first published in the "Toledo Blade"-an implement of war well known in the Maumee country, though we have not been gratified for many a year by a sight of its beautiful polish and exquisite edge, though we occasionally hear the sound of its high tempered metal, as it severs a limb or a head, from some luckless wight, who comes recklessly within its sweep. Possibly we may see it again-aye, and feel it too-its influences we mean, in favor of this important work in which so many will soon become deeply engaged. This is one of those works which cannot be allowed

At a numerous meeting of the citizens of the city of Toledo, Lucas county, Ohio, held Albany Atlas will please accept our thanks for his at the old court room in said city, on the 25th attention to our request, that he would add to his day of October, 1845—Richard Mott, the mayor, was called to the chair, and Junius Flagg appointed secretary.

The object of the meeting having been explained, the Hon. H. D. Mason, the Hon. Elisha Whittlesey, and Jesup W. Scott, Esqs, thereupon offered the following resolutions which were unanimously adopted:

Resolved, That the time has arrived when a railroad, to connect the north Atlantic states with the states of the northwest, should be constructed. That the united exertions of both these great sections are required an l should, without delay, be put forth for the a-tainment of this object. That the interess of the stockholders and of a large portion of las says "The following statement shows the the people along its line as well as conside: ations arising from love of country, require that the entire road should be made within

attempts, within the states, to forestall action on the route, by encouraging the construction of a road to pass through the territory of a number, sent probably by mistake, or for some purforeign government, should be met by a determined spirit, that we will not rest until this work shall have its entire route fixed on

the soil of our republic.

Resolved, That it is the opinion of the meeting, that the efforts exerted by several American citizens, and communities, to withdraw from their usual direct and national channels the products and the travel of the western and southwestern states, and to open new, circuitous and unnatural channels through the province of a foreign power, for their transit and passage, to the states and cities bordering on the Atlantic, should be counteracted, by showing to the American people the practicability and greater advantages of the route on the south shore of lake Erie for the construction of a railroad, and by showing the amount of business such road we entertain a deep and abiding conviction: and would necessarily perform; and the loss the we would just wisper in the ear of the editor of the country would sustain, if such efforts shall be Herald particularly, and the people of Cleveland successful.

Resolved. That it is expedient to appoint a committee to confer with such persons and the interior, in connecting Cincinnati with our beaucorporations on the south shore of lake Erie titul city." They will find that both "silver and as said committee shall think proper, on the subject of holding a convention in regard to fluence and encouragement" will be required of them

Buffalo.

Resolved, That the construction of a railroad from Toledo, through Indiana to some better able to take the lead in its construction than point or points in Illinois, with a view to its Cleveland, and to her citizens do we look, and upon extension to St. Louis, is demanded by the them rely, for prompt and efficient aid to it. Will the expectation that the road would at no disvast amount of the productions of western they give it? We shall see. and southwestern states, which such an east-

Resolved, That a committee be appointed to confer with such persons as they shall select, in regard to the western route, and collect statistical information of the business and travel on a railroad, which, when constructed, it would perform and convey on said route.

On motion, Resolved, That the first named committee consist of ten persons, to be ap-Williams, were appointed.

On motion of Judge Tilden, Richard Mott substance as follows: was appointed on the said committee.

committee consist of two, to be appointed by the chairman; Elisha Whittlesey and H. D. Mason were thereupon appointed.

On motion of Jesup W. Scott, Esq.,

appointed to obtain statistics of the trade of Toledo. Jesup W. Scott, Daniel Segur, of the west and southwest from their national question would be propounded directly to the and Henry Deminon were appointed.

On motion of J. W. Scott, Esq., Richard Mott was added to the last committee.

On motion, Resolved, That the first named committee cause the above to be published in the east line of the state of Ohio to the Mau- pecuniary point of view. He had asked gensuch newspapers as they deem advisable.

And on motion, the meeting adjourned.
RICHARD MOTT, President. JUNIUS FLAGG, Secretary.

Railroad Meeting at Cleveland

We find in the Cleveland Herald, of 10th inst, a pose, as we have not before in years received a number of the Herald, though we have sent the Journal to it for many months—the following account of the intended to advance the public interests, he proceedings of a meeting held in that city on the 8th inst., for the purpose of consulting and confering in relation to the railroad from Buffalo to Toledo and

The meeting was addressed by E. Whittlesey, of Trumbull county, and H. D. Mason, of Toledo, who had passed over the proposed route from Toledo to Michigan city, for the purpose of ascertaining the character and resources of the counties through which the line would probably pass. We give at length Mr. Whittlesey's remarks, as they are directly to the point, and may be useful to the subject under consideration.

Of the importance of this road to the people along its entire line, and to the multitudes who will emigrate westward, and would pass over it if finished generally, that they must not content themselves with "spending their energies and means in 'penetrating gold" as well as "statistical information," and "inlake Erie more deeply interested in this work, or

of the common council of the city of Cleve- travel and business might be drawn to Bosland, on Saturday, Nov. 8th. Heman Ely, ton, the stock for constructing a railroad from

money had been drawn from the treasury, from Canada, and he had not heard any one corresponding with the amount expended by say the Canada route would bring anything

ndividuals, in grading a track and laying down the superstructure of a railroad from the Maumee river to Sandusky city, and from thence to Huron; and while he had no doubt the gentlemen who had charge of the work then thought, and had seen no reason for changing the opinion, that the line selected. although important as a link of the road, was the last that should have been undertaken. His object in referring to what had taken place was not to bestow any censure upon those who had charge of the work, but to find the cause for the apathy that had existed for some time past in regard to this road, in ihe failure to prosecute the work after it was commenced. It was known to the gentlemen present, that a company had been incorporated some years since, to construct a railroad from Toronto, on lake Ontario, to Port Sarnia, at the outlet of lake Huron, and that the British government had recently subscribed liberally towards the work; and he expressed it as his opinion that the road would be constructed, inasmuch as it would open an extensive tract of uncultivated land for settlement, and the policy of the present government now being to win the confidence of her subjects in the province referred to, by acts of kindness and liberality. This route was fathe construction of a railroad from Toledo to "in aid of the railroad along the south shore of lake vorably considered by different sections of Erie." There is no other place on the south side of New York east of Buffalo, and different companies proposed to form connections with it, as should best advance the interests of the sections of the country they represented. In tant day be extended on the north side of lake Gentlemen, who are in favor of construct- Ontario to Kingston, it was proposed by one ern market, and the travel on such routes ing a railroad along the south shore of lake company to construct a railroad from Route would concentrate.

Erie, which would ultimately connect Buffato cape Vincent, and to connect with the Calo with the Mississippi, assembled in the hall nada road at Kingston. That the Canadian of Lorain county, was appointed president, that city to Ogdensburgh had been liberally and B. F. Wade, of Ashtabula county, secgranted another charter for a radiroad from The meeting being organized, John W. Bertie, nearly opposite to Buffalo, to Sand-Allen, of this city, called upon Elisha Whit- w ch, near Detroit, and the construction of pointed by the chairman. Whereupon, Jetelsey and Judge Mason to communicate this road was favorably considered by the cisup W. Scott, Henry Bennett, James Myres, what statistical information they had obtained to tize of Buffalo. A portion of the citizens of Michigan were in favor of the last mentioned route, in their late tour between Toledo and Michigan were in favor of the last mentioned route, inasmuch as it would connect. Mr. Whittlesey thereupon responded in by crossing the Detroit river, with the Cenbstance as follows:
That the citizens of Toledo were induced bably prefer the Toronto and Port Sarnia On motion, Resolved, That the second to invite a meeting of the citizens on the south route, to a route on the south side of lake shore of lake Erie, to take into consideration Erie, and they might connect the Central railthe propriety of renewing their efforts to con- road with it, in the vicinty of Fort Gratiot. struct a railroad which should ultimately Whatever the citizens of Canada or the preconnect Buffalo with the Mississippi river, sent government might do to create facilities Resolved, That a committee of three be from the measures which were actively pro- for business or intercommunication, he should secuted to divert the travel and the products witness with satisfaction; but he hoped the channels, and turn them through the pro- American capitalists, whether they should vince of Upper Canada. He reminded the seek investments in a foreign province to the gentlemen present, that in 1836 a company abandonment of a route in their own counwas incorporated to construct a railroad from try, vastly more advantageous to them in a mee river, with the right to extend it to Fort tlemen at Boston and New York to desig-Defiance; and that a considerable sum of nate the trade they expected in either city

into the eastern states, except the products dens, and yet, in looking at the stacks of the country west of the mountains contained vincial neighbors as they seemed to be at ceptions, were determined to grade a track ocean by the Mississippi, that without the aupresent. If the scenes of 1812 and 1813 and lay down the superstructure of a railroad thority of law, and as he admitted, in violashould be again acted, those cities would whenever they could be assured it would be states they did not receive from them, a rail-anxiously look for its removal. road on the south shore of lake Erie would pour into the eastern cities the products of the ore, and the water power is great, almost berichest portions of the globe, with a number yound comparison. Villages are rapidly inof passengers far exceeding the conception of the most enthusiastic mind. The power tion—and whenever the country shall be peof the west was beginning to be developed. In connection with the railroad on the south ber, wealth and prosperity, with the most shore of lake Erie, and as a part of the conflourishing sections of New England.

A trated the recipient taken by Mr. Whitelesser. templated railroad from Buffalo to the Mississippi, the citizens of Toledo had turned Michigan on the route mentioned, and contheir attention to the section between the tinued to Buffalo, would equalize the business in language of peculiar significancy and en-Maumee bay and the south bend of lake of the country throughout the whole year, Michigan, and the same meeting that proposed a convention at this city, appointed pass of six months, as it now is. The farmed forms of the country throughout the whole year, instead of its being compressed into the compass of six months, as it now is. The farmed forms of the compass of six months, as it now is. Judge Mason and himself a committee to mer would then take his own time for threshconfer with the inhabitants on the line of the route, and to obtain such statistical statements would find business for the whole year. The energy of illustration, that he was listened to as were important for general information. wheat would more generally be converted energy of illustration, that he was listened to They had attended to the duty assigned to into flour in the country where it was raised, them, and had just returned. The better to and an unparalleled state of prosperity for the see the country the route would accommo west would be witnessed immediately. It is date, and from which it would draw its sup-ascertained with tolerable certainty that the views and actions of the citizens of Cleveply, they passed through Adrian, Hillsdale number of travellers from the lower Missis- land, in relation to the great work of conand Coldwater, to Constantine; from thence sippi for the east, that ascend the Mississippi necting Cincinnati and Cleveland by railroad, to Bristol, Goshen, Elkhart, Mishawakee, and Illinois rivers, is as great as the number expressing their conviction of the vital im-South Bend and Laporte, to Michigan city; that ascend the Ohio. In addition to this, and in returning, continued east from Bristol the immense region of Iowa, Wisconsin, and to Lima, in Lagrange county, and to Willow the "far west," are to be taken into the active in Stephen county, and from the county an prairie, in Steuben county, and from thence to count when estimating the travel that would continued east through Williams and Lucas the number of emigrants on their way to the counties, but they expected to meet Mr. Baldwest, who has not visited the country. From win from Boston, and have him and his party Laporte to South Bend, a distance of twentycommence their examination on that portion eight miles, they met twenty-seven emigratof the line, and they hastened back to give the ing families. Gentlemen at Laporte who pointing a convention to be held at some funecessary directions.

and the staple article of wheat in particular, through that village, assured them, the number abundant than they had anticipated, ber was equal to two hundred a day, west raine county, John M. Woolsey and Samuel They were not then in possession of all the and east. A gentleman at Michigan city in- Starkweather, of Cleveland. statistical tables, they hoped soon to obtain, formed them that in returning lately from and could not therefore go into detail—but such information and tables as they had enating families in a distance of forty miles, and bled them to say that the southern tier of this on one of two parallel roads, and at that counties in Michigan, exclusive of Monroe, time supposed to be the least travelled. Mr. produced this year about two million bushels Churchill, from Batavia, in Illinois, who of wheat, and that the northern counties in arrived at Bristol the evening before they saw Indiana, from which a railroad would draw him, said he counted over 100 wagons with 150,000 bushels in store, which, by the opening of navigation in the spring, would be increased to 400,000 bushels. From information for the people on the south shore of lake was commenced, and a large amount of money expended upon it, and we believe a short distance was creased to 400,000 bushels. From information as they must, unless they put forth their encompleted, but of this we are not sure. find stored in that city 700,000 bushels.— with their enterprizing and busy population, of Sandusky city, please furnish us information in Storehouses and mills on the routes they pass out of their own country into a foreign relation to the progress made upon, and the present passed over were groaning under their bur-province in their transit to the east? When condition of this road? All operations were, we

and passengers of the west and southwest. wheat in every direction, a traveller might a population scarcely exceeding one hundred. The time had been when Detroit and Buffa- well doubt whether any wheat had been sent thousand, Mr. Jefferson thought it was of so lo were not so much in love with their pro- to market. The people, with very few ex- much importance to have an outlet to the again receive the protection and sympathy of covered with iron. The expense of carrying iana, and the nation sustained him. If a potheir countrymen in the states. While the the fruits of their labor to market, was a bur-pulation of seven millions will now consent Canada routes could convey nothing to the den too onerous for them to bear-and they to pass the boundaries of a neighboring pro-

Sections of the country abound with iron netrated by a railroad, they will vie in numrailroad across the part of the peninsula of have made it their business to take notice of ture day, by them to be designated, viz:
the emigrants and travellers that daily passed Elisha Whitelesey, of Trumbull county, They found the productions of the country the emigrants and travellers that daily passed

vince to reach an eastern market, the spirit of the people is broken down. Let us ascertain what is public sentiment, by calling special and general conventions in the country bordering on this lake, and in the adjoining counties, and abide the result.

Judge Mason, of Toledo, was then called trated the positions taken by Mr. Whittlesey, with arguments of unusual pertinency and with exceding interest.

Messrs. Allen and Starkweather also briefly addressed the meeting, explaining the

Letters were read, from various points on

On motion, the following gentlemen were

H. D. Mason, of Toledo, A. A. Bliss, of Lo-

On motion, Resolved, That the proceedings of this meeting be published in all papers favorable to the proposed work.

HEMAN ELY, President. B. F. WADE, Secretary.

# Sale of Another Railroad.

Ohio Railroad Company.-We find in the Sandusky Clarion, of the 11th inst., a notice of the board its supply, produced more than one million emigrants in one day. A railroad would not of public works of Ohio, offering to receive proponine hundred thousand bushels. There had convey all the emigrants to the west, but a sals "for the purchase of the property, right of way, been shipped from Michigan city, 90,000 road so straight, with so low grades, and permanent fixtures and chartered franchises" of the bushels, and it was expected that two vessels cheaply constructed, and rates corresponding. Ohio railroad company, extending the entire diswould take from 10 to 12,000 bushels more, and that the navigation would close with advantageously, to both parties. The questate line, or about 175 miles. The Ohio railroad tion received from Chicago, the spring would ergies, the products of the west and southwest Will Wm. Durbin, Esq., or Cyrus Williams, Esq.,

believe, discontinued upon it four or five years since, of course great losses will be sustained by those who furnished the capital expended in grading, piling and bridging, as it is well known that works of this kind decay more rapidly when out of, than when in, use; but as a good road is of more importance to the people than the dividends upon the stock, it may better be given to any company, or individual who will complete it in a proper manner, and manage it properly, than to have it remain as it is-useless and an eyesore to those who have invested ca-

The present is a fortunate period for putting it up for competition; and we hope it will be taken hold of by capitalists who will make all necessary arrangements this winter for commencing operations early in the spring, and then prosecute the work to an early completion; but if such a company cannot be found to purchase it, or even to take it as a gift, then we would recommend to the legislature of Ohio, at the coming session, to offer a bonus of \$500,000, in three annual instalments, to the right sort of a company that will put it in successful operation within that period. It would be the best investment they could make of that amount of capital, as this road will form a base line with which will be connected numerous lateral roads extending westwardly to the Ohio river. 'If, however, the state legislature declines further aid to this important work, as we suppose it will, then we say to the people of the twenty-five northern counties of the state, better would it be for your prosperity to be taxed one million of dollars in four years than not to have this road built that said permanent fixtures, right of way -if the Canadians should, as they surely will, construct one on the other side of the lake-even if you ed to the state of Ohio if the purchaser shall never receive a penny in the way of dividends.

The following is the notice referred to.

OFFICE OF THE BOARD OF PUBLIC WORKS, ? Columbus, Oct. 30, 1845.

In pursuance of a joint resolution of the general assembly of the state of Ohio, providing "for the sale of the personal property, fixtures, right of way, etc., of the Ohio rail-road company, and for other purposes," passed March 12, 1845, the board of public works will receive proposals, at their office in Columbus, until the 24th day of December next, for the purchase of the, right of way, permanent fixtures and chartered franchises of said company. Proposals may be made for the whole line, extending from the Maine, where they have a mine rf excellent heme-Pennsylvania state line to the Maumee river, tite ore. or for separate sections, as follows: 1st, for all that portion lying east of Cleveland-2d, for all that portion lying between Cleveland—2d, also have the effect to promote the manufacture in this country. We ought not for the future import a single pound of railroad iron, having the means to manufacture it, as soon as energy can be directed to that portion lying between Sandusky city and surprized, if in any quantity; and we should not be surprized, if in a few years, our railroad iron was on the Sandusky river—4th, for the remaining portion, lying between the Sandusky rithan Figlish iron now commands. ver and the Maumee river. Proposals will tions of said line of road than those above named.

For terms and conditions of sale, reference may be had to the joint resolution above cited. By order of the board.

O. Follett, President.

The following extract from the joint resolution of the general assembly, will show the conditions and terms on which the road is to be sold:

Resolved, by the general assembly of the state of Ohio, That the board of public works of be and they are hereby authorized to sell to the highest bidder, or dispose of in the manner they shall consider most advisable for the interests of the state, after having given not less than thirty days' notice, by public advertisement of the time and place of sale, all the bash and Eric canal, is 380 miles. Including the tisement of the time and place of sale, all the personal property belonging to the Ohio railroad company, that now is, or may hereafter come into the possession of said board; and THE SUBSCRIBER, EDITOR AND PUBcome into the possession of said board; and said board is hereby authorized to sell or dispose of such property, on a credit of not exceeding five years, and take notes, bonds, or other evidences of debt, bearing interest, and well secured for the payment of the same; and the notes and bonds so taken shall be payable at the state treasury, and the interest thereon shall be navable annually.

HE SUBSCRIBER, EDITOR AND PUBlisher of the Miners' Journal for the last sixteen years, has been engaged, for the last year in collecting the materials for a work, for which he has secured the copy right, in the following words:—"A history of the Anthracite Coal Trade of Schuylkill and the adjoining Counties, Geological and Statistical, accompanied with Maps of the different Regions, the Improvements, Investments, Capacity, etc., embracing a complete and authentic history to the thereon shall be navable annually.

Resolved, further, That said board shall, in like manner, with like credit and security, sell and dispose of the whole or next first the manner of the whole or next first the manner of the whole or next first the manner of the manner of the whole or next first the manner of the man sell and dispose of the whole or part of the right of way, permanent fixtures and chartered franchises of said company; and the person or persons, or body corporate, becomperson or persons, or body corporate, becoming the purchaser of such permanent fixtures, right of way and chartered privileges, may exercise, use, possess and enjoy the same, or so much thereof as may be purchased, as fully as the same could have been enjoyed fully as the same could have been enjoyed by the said Ohio railroad company, provided that said permanent fixtures, right of way and chartered privileges shall become forfeited to the state of Ohio if the purchaser shall not, within five years commence, and within ten years complete said road, or so much thereof as shall have been purchased by such the said of Ohio if the purchaser shall not. Pottsville, Nov. 13, 1845. BENJ. BANNAN. and chartered privileges shall become forfeitthereof as shall have been purchased by such person or persons, or body corporate, provided that the state of Ohio shall not, in any manner, be bound or pledged to furnish any means whatever for the completion of said

We learn, says the Baltimore American, thus far the number of boats which have ascended the Tide Water canal this year is about four hundred more than went up during the whole of last year. From this time to the close of navigation there will be increased activity in the business of the canal.

Railroad Iron.-Horace Gray and others are about to commence the manufacture of railroad iron in ply to tite ore. Our American railroads are likely to be re-tarded in their progress towards completion by the high price of railroad iron in England. This will

ver and the Maumee river. Proposals will Albany and Boston Railroad.—The greatest activ-be received and considered for any lesser por-tions of said line of road than those above Extra freight trains of 20 and 30 cars are despatched day and night, but still the large mass of freight in the warehouses does not seem to diminish. There is now more flour, etc., awaiting shipment than will probably be sent away for weeks after the canal closes. This is no fault of the directors, for it is known far and near, that this is the model road of the counnow in use has been sold, and that the company will, during the coming winter build one of superior accommodations, which will be particularly adapted to running in the ice.—Albany Atlas.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin. CHAS. F. M. GARNETT. try, presenting the greatest possible facilities for the despatch of business. We learn that the ferry boat now in use has been sold, and that the company will,

Canals in the West .- How little is generally known the extent of the public works in that region.

The new work on the Wabash and Erie canal between Lafayette and Covington, Indiana, 49 miles in length, is completed, and water has been let into it through its entire length. The entire length of con-tinuous canal communication from Cincinnati to branches the length is about 540 miles.

increased trade will warrant. These branches of value to those engaged and interested in these branches of business

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to pledge their property and franchise for the purposes of extending their road from its present termination to the city of Albany, and for other purposes.

Dated Nov. 20th.

48 6t

RAILROAD IRON.—THE "MONTOUR Iron Company," Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO.,

Agents.
48 ly Corner of Cedar and Greenwich Sts.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50
Wall street, on or before Wednesday, the 10th day
of December next. By order of the board of Derectors. NATHANIEL MARSH, Secretary.
New York November 5, 4845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

road. The Western and Atlantic Rail-road is now in operation to Marictta, and will be opened to Cartersville, in Cass county, on the 20th of October—and to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

BOSTON AND MAINE RAILROAD. GEORGIA RAILROAD. FROM AU-Upper Route. Boston to Portland via, Charles- GUSTA to ATLANTA-171 MILES. town, Somerville, Malden,

Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Do-ver, Somersworth, South Berwick, North Berwick,

ver, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough. Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted.), as follows, viz. Leave Boston for Portland at 7½ a.m. and 2½ p.m. Leave Boston for Great Falls at 7½ a.m., 2½ p.m. and 3½ p.m. Leave Boston for Haverbill at 7½ a.m., 2½ p.m. Leave Boston for Haverbill at 7½ a.m., 2½ p.m. 21, 31 and 5 p.m. Leave Portland for Boston at 71 a.m., and 3 p.m. Leave Great Falls for Boston at 61 a.m., 91 a.m. and 41 p.m. Leave Haverhill for Boston at 62, 61, and 11 a.m., and 61 p.m.

Special Train.—A special train will leave Boston

for Andover at 111 a.m., and Andover for Boston at

31 p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value. CHAS. MINOT, additional value. 43 1y Super't.

October 20, 1845. PRING STEEL FOR LOCOMOTIVES,
Tenders and Cars. The Subscriber is engagep
in manufacturing Spring Steel from 14 to 6 inches
in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and
wherever used, its quality has been approved of.
The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,

j5a3 Albany Iron and Nail Works, Troy, N. Y.

NO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a satent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the pa-tent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.
Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-terns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns,

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45

Paterson, N. J., or 60 Wall street, N. York.

OR SALE AT A SACRIFICE--A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20 horse High Pressure Steam Engine.

2 8-horse

1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH. Founders and Machinists,

May 12tf Alexandria, D. C. This Road in connection with

the South Carolina Railroad and the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charles-

ton to Cartersville, two miles west of the Etowa River in Cass County.
Rates of Freight, and Passage from Augusta to Car-

tersville. On Boxes of Hats, Bonnets, and Furniture

"Sugar, coffee, iron, hardware, etc. "70 "
Flour, bacon, mill machinery etc. "334 "
Molasses, per hogshead \$9; salt per bus...22 "
Passengers \$950; children under 12 years of age 70 "

and servants, half price.
Passengers to Atlanta, head of Ga. Railroad, \$7. German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be Goods consigned to S. C. Railroad Co. will be fares are less when paid for Tickets, than

forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent. Augusta, Oct. 21 1845.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even it

much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal,

New York

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.— Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't, Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective fron and Brass Castings of all descripions.t

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscri-bers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order a fit to those wheels is manufactured.

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45.

N. E. cor. 12th and Market sts., Philad., Pa. 31

NORWICH AND WORCESTER RAIL-Road. On and after May 22, 1845, Trains will leave as follows, viz:-

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 4½ p.m. Leave Worcester, at 10 a.m., and 4½ p.m.

The morning train from Norwich, and the

morning and evening trains from Worcester, con-nect with the Boston, Western, and Hanford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning ex-cept Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

New York Train, via Long Island Railroad.— Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester

when paid in the cars.

EMERSON FOOTE,

Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper-l barrels, by JOHN W. LAWRENCE, ed barrels, by

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

SUMMER ARRANGEMENT-FARE REDUCED. By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following redu-Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$ 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$\frac{1}{2}\$1; Baltimore to Weldon \$\frac{1}{2}\$10; Baltimore to Petersburg \$\frac{1}{2}\$7 50; Baltimore to Richmond \$\frac{7}{2}\$7.

arrive in Philadelphia at 3½ p.m.; arrive in Balti-more at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 124 to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to lifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.-Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 24 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboot.— Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and ar rive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS. BOSTON AND PROVIDENCE RAILroad. Passenger Notice, Winter Arrangement. On and after Monday, Nov. 3, the Passenger
Trains will run as follows:

For New York—night line, via Stonington.— Leaves Boston every day, but Sunday, at 4½ p.m. Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m. Dedham trains, leave Boston at 9 a.m. 3, 5½

and 10 p.m. Leave Dedham at 8 and 101 a.m., and 41 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and

Leave Stoughton at 8.20 a.m. and 21 p.m.

4 p.m. Leave Stoughton at 8'20 a.m. and 24 p.m. All baggage at the risk of the owners theneof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm.

W. RAYMOND LEE, Sup't. 31 1y

BRANCH RAILROAD and STAGES CON-necting with the Boston and Providence Railroad. Stages connect with the Accommodation trains at

the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and inter-mediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Renselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily in connection

Duane and West streets,

H. C. SEYMOUR, Superintendant.
Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., free tc.

31 1y
40

Railroad. The Passenger train runs daily

except Sunday, as follows:

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily,
at 5 o'clock a.m., and 2 p.m.

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The conneany is authorized.

Fare to Pittsburg. The company is authorized by the proprietors of P. ssenger lines on the Penn-

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

31 1y Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale,

BALTIMORE AND OHIO RAILROAD. NEW YORK AND HARLEM RAILMAIN STEM. The Train carrying the
Great Western Mail leaves BalOn and after Monday. Novem.

timore every morning at 7½ and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conncting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia steamboat lines between Baltimore and Philadelphia steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

and from Frederick to Baltimore at 8 A. M.
WASHINGTON BRANCH.
Daily trains at 9 A. M. and 5 P. M. and 12 at
night from Baltimore and at 6 A. M. and 5 J. P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13 1y

YENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles. This Road is open for the trans-

portation of Passengers and Freight. Rates of Passage, \$8 00. Freight—On weight goods generally... 50 cts. per hundred. 13 cts. per cubic ft. On measurement goods ..... On brls, wet (except molasses

and oil)..... .....\$1 50 per barrel. On brls. dry (except lime)... On iron in pigs or bars, castings for mills, and unboxed 80 cts. per barrel.

40 cts. per hundred

On molasses and oil......\$6 00 per hhd.

Goods addressed to F. Winter, Agent, forwarded free of commission.

THOMAS PURSE, free of commission. Gen'l. Sup't. Transportation.

at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from at 5 o'clock a.m., and 2 p.m.

Lexington, and 2 o'clock p.m. from Frankfort. The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 35 ly

by the proprietors of P: ssenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeys-4 mos. from delivery of brick on board. Refer to ville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at Oxider to the proprietors of the fare for the BRICK. F. W.

BRINLEY, Manufacturer, Perth Amboy, BRINLEY, Manufacturer, Perth Amboy, or foreign. Any shape or size made to order. Terms, fice daily, Sundays excepted, at 3½ p.m. for Cockeys-4 mos. from delivery of brick on board. Refer to Ville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at I. Triplett & Son, Richmond, Va.

J. Triplett & Son, Richmond, Va. J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. Philadelphia, Pa. Colwell & Co. Philadelphia, Pa.

J. M. L. & W. H. Scovill, Waterbury, Con.

M. E. Screw Co.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J. 25,000 to 30,000 made weekly.

200 tons 2½ ¼ inch Flat punched Rails, Bars
18 feet each.
100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ ¼ inch Flat Rails.
Alsc—A STEAM PILE DRIVER, built by price, delivered in the United States.
DAVIS, BROOKS & CO.,
Dunham & Co." which has never been used, and see the contract the contract therefor, at a fixed for the Semi-Weekly Courier, for one year... 4,00
DAVIS, BROOKS & CO.,
30 Wall st., N. York.

EBIN B. FOSTER.

ber 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,)
Morrisiana, Fordham, Williams' Bridge, Hunt's
Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1 and 3.30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—810, 11:10 a.m., and 145, 4:10 p.m.

Leave Tuckahoe for City Hall-8.20, 11.20 a.m., and 1.55, 4.20 p.m.

Leave Williams' Bridge for City Hall—7:45, 8:45, 11:45 a.m. and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morisiana for City Hall—8:10, 9:10, and 10 a.m., and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12.45 p.m. and leave White Plains at 11.10 a.m. All freight must be at the City Hall between the hours of 1030 a.m. and 1230 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7.30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock,

On Sundays the trains will be regulated according to the state of the weather.

1y 46

THE LONDON RAILWAY RECORD,
Edited by Mr. John Robertson, A. M.,
(connected from the commencement with the Week-

ly Railway press of England.)

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The Daily edition of the Conrier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly is a confidence and Thursdays is merchants and others, an extensive meatum of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weckly Courier contains as much of the matter of the daily as can be growded as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country— will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

# AMERICAN RAILROAD JOURNAL,

# AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



# ESTABLISHED 1831.



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THURSDAY, DECEMBER 4, 1845.

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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

# KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal
is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriou ly injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

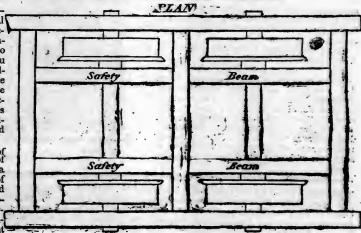
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property

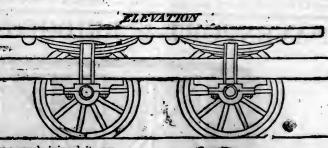
and lives in railroad travelling, and should be used on all railroads in the country.

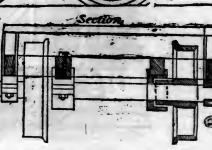
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The A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIF ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacture of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacture of the ma eral use for railroads and other purposes in this country, the manufacturers have no hesitation in warrant. Our improve

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Our improved Spark Arresters have been extensively used during the

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The manufacturers have no hesitation in warranting them fully equal to the best spikes in market both as to quality and appearance. All orders addressed to the subscriber at the works, wire promptly executed.

JOHN F. WINSLOW, Jone 1.

Albany Iron and Nail Works, Troy, N. You have been brought to use a steep constant from the construction of the

viers, Baltimore; Degrand & Smith, Boston.

** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

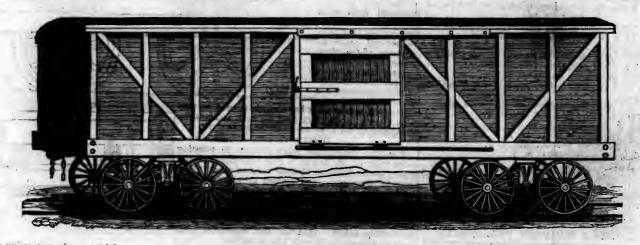
** The levels in the nature of the subscriber will dispose of single rights, or rights for one or more States, on reasonable terms.

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** The levels in the nature given in the Journal of June, 1844.

ENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

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RAILROAD IRON AND LOCOMOTIVE CUSHMAN'S COMPOUND IRON RAILS.

Tyres imported to order and constantly on hand
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The Subscriber having made important improvements in the construction of rails, mode of 4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

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Mr. C. also announces that Railroads, and other works pertaining to the protession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

TO RAILROAD COMPANIES AND BUILD T ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

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# WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet to capable of sustaining pressure from 400 to 2500 1 per square inch, with Stop Cocks, T. L. a other fixtures to suit, fitting together, with scripionts, suitable for STEAM, WATER, GAS, and LOCOMOTIVE and other STEAM BOLLER FLO

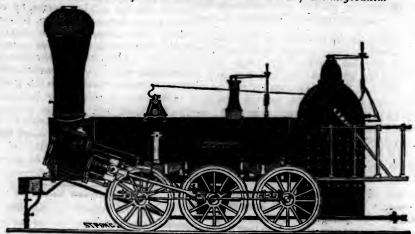


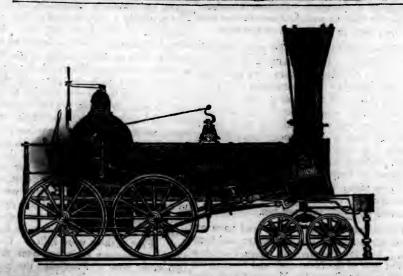
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# NORRIS[,] LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions viz.

Class 1. 15 inches Diameter of Cylinder, × 20 inches Stroke. 66  $\times$  24 14 12.41.3, . . . . 22 × 20 × 20 44 141 .9·. u . 46 16 121 25 " " 111 46 × 20 if 66 " 101 66 66 65  $\times$  18

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Frucks of Locomotives, Tenders and Cars.

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RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,

jy451m President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$125 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL

Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Roxbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

Pattern shop, 35x32 feet, with lathes work bench.

Pattern shop, 35x32 feet, with lathes, work bench-

es, &c.
Work shop, 86x35 feet, on the same floor with the pattern shop.

pattern shop.
Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.
Foundry, at end of main brick building, 60x454 feet two stories high, with a shed part 454x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house

corn oven.
Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.
Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.
Also—A lot of land on the canal, west side of Parker st, containing 6000 feet, with the following buildings thereon standing:
Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Finiadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

we e first de 2.

London, Central Railway Terminus.—We Monmouth canal was held at Newport, on with small trucks of stone and lime behind as near to one point as possible the terminus for carrying out the object of the meeting." of the different railroads in cities and large villages. We have always felt that travellers and freight should have as little trouble as possible in getting from one depot to another. Railroads are designed to transport persons and things for which the owners of the railroad are to be paid, and those who pay for this service ought first to be accommodated, rather than the people who happen to live in the cities and towns, and keep a hotel, or have consumed 2,448 tons of coal, and lifted drive a carriage, cart or omnibus. Hotels, carriages, and carts are supposed to be brought into use to be employed by those who need, or desire their services, not to oppress those who do not want them, as it would seem to be supposed in some places we could name. And by forming central, or joint stations where it can be done-and it can be done almost anywhere if in London-much incon-fected, we trust the noble marble staircase would be avoided.

that they are endeavoring to effect this desira- Bridge instead. ble object in London as well as in other cities and towns in England.

"At the court of common council, on Thurs-scribed. day, the question of the central grand termination of the papers, suggesting that it should be invested in founding "Hudson Almshoupresentation of a petition from the directors of ses" for the widows and children of those who was certainly a very unlucky one with the Direct London and Manchester railway company (Rastrick's line,) for leave to purchase the Farringdon market for a great central terminus. The petition was presented by Mr. King, and duly seconded."

A company, with a capital of 300,000l. for establishing iron works, has been formed under the title of the "Swansea and Dulais railway company" for the manufacture of rails and merchant iron. Messrs. Manby and school children made an excursion from Bir- (8th) one freight t Brothers, engineers.

are on foot, says the Railway Record, of 15th Oct., between the directors of the Thames Tunnel and a party of capitalists, headed by a gentleman most favorably known in the lisle. And the Sunderland Herald informs railway world, for the purchase of the tunnel, us that part of the Newcastle and Darlington with the view of carrying a railway direct from the junction of the Eastern Counties' and Blackwall lines, to a point on the Greenwich line, whence the Croydon, Brighton and Dover lines diverge.

Railways in Spain .- The Madrid Gazette mentions the arrival of Mr. Brunel at Madrid England, says the Railway Chronicle, was hogs, and sheep too numerous to mention, with a party of English engineers to carry on the works of the north of Spain.

have more than once spoken of the great con- Friday last for the purpose of contracting to venience which would result from bringing sell the same; and resolutions were adopted

> L'Epagne, a newly established French paper, says the Record, remarking on the subject of the impossibility of competition between canals and railways, a question on as decisive.

> Cornish Engines .- The number of pumping engines reported this month is 36. 52,000,000 tons of water 10 fathoms high.-The average duty of the whole is therefore 63,000,000 lbs. (23,606 tons) lifted one foot high by the consumption of a bushel of coal.

A treaty for the purchase of Northumberland House is going on between its ducal prosuperlative. If the conversion should be ef- great railroads which reach this place. venience and especially to females who travel will be preserved and turned to account; we alone, and persons not accustomed to travel, know of no equal to it in the metropolis except perhaps that at Sutherland House. The breezes of Duppers Hill, or to the sandy central terminus, baffled at Hungerford, are heights of the Addington Hills, and scent the By the following statement it will be seen said to be negotiating for leasing Waterloo fragrant wild thyme which he craunches at

> The Hudson Testimonial progresses famously. More than 15,000l. have been sub-A paragraph has been going the

Children have reason to be very thankful the great majority of all excursion trains A short time since, a large party from Bethnal others, engineers.

Thames Tunnel Railway.—Negotiations excursion train, which is not partly composed of smiling urchins, packed as closely as pigs, and enjoying the rare fun.

> The inundations in Cumberland have arrested the works on the Lancaster and Carwhich passes through the Morden Carrs, near Aycliffe, has for an entire week been covered with water. The long and heavy trains could scarcely move, and the merchandize train actually could not proceed, and had to be drawn on by another powerful engine.

Canals into Railroads.—"A meeting," donkeys, some thirty years ago, might be seen nately no person was hurt by either accident. says the Record, "of the proprietors of the crawling at the rate of fourmiles in the hour.

them. It was commenced in 1801, opened in 1803, and the men of science of that daywe cannot say that the respectable name of Stephenson was not among them—tested its capabilities, and found that one horse could draw some 35 tons at six miles in the hour, and then, with prophetic wisdom, declared that railways could never be worked profitawhich our French neighbors are not yet quite used. The old Croydon railway is no longer which our French neighbors are not yet quite used. The genius loci must look with wondecided, points to the movements in England der on the gigantic offspring of the little railway which has swallowed up its own sire. Lean mules no longer crawl leisurely along the little rails with trucks of stone, through Croydon, once perchance during the day, but the whistle and the rush of the locomotive, and the whirr of the atmospheric, are now heard all day long. Not a few loads of lime, but all London and its contents, by comparison-men, women, children, horzes, dogs, oxen, sheep, pigs, carriages, merchandize, food—would seem now-a-days to be passing prietor and the southwestern. The excel-through Croydon, for day after day more than lence of the site for a west end terminus is one hundred journeys are made by the three

> Oftentimes in every hour during daylight the Londoner may transport himself to the Chalk Downs, and be freshened by the pure every step.

# Railroad Accidents.

Is there no remedy for the frequent and

was certainly a very unlucky one with the trains on the Western railroad. We have already recorded the collision of the first for the railway. Left at home in dismal ne-freight train on the morning of the 7th, with glect in days of stage coaches, they now form a yoke of oxen at Westfield, by which one animal was killed outright, and the other hurt so much that it was obliged to be sacri-(of hard toiling weavers) made an excursion ficed, besides throwing the locomotive, tender to Brighton, when the children were taken and ten freight cars off the track, and damthere and back at a little more than a shilling aging them quite seriously, as well as delaya head. A week or so ago, upwards of 7000 ing all the trains of the day. On Saturday, into the rear of We rarely hear of an one forward of it, while latter was stopping at the Chester Factories depot, by which the locomotive of the first train was injured to the amount of \$2000, and five cars of the last broken to pieces, and their contents of live hogs let loose too violently for their comfort. Five of them were killed. On Friday (7th) a passenger train ran over and killed two cows west of Pittsfield; the locomotive was not injured nor the train thrown off; and on the same day a flock of sheep were run into by another train, and some twenty or more killed. Quite a slaughter house, truly! including the ox run over and killed on the Friday previous (Oct. 31st,) last week's work The earliest railway for public traffic in would sum up: three oxen, two cows, five one passing from Merstham to Wandsworth, without saying anything about the locomothrough Croydon; a small single line, on tives, cars and freight, smashed up, all of which a miserable team of lean mules or which somebody must pay for. Most fortu-

On the Providence Railroad.—The steam-the directors, and Mr. Holister, superinten-connection between the Petersburg railroad -Atlas.

would have been reduced about 22,000 dollars. Nevertheless, it turns out that the receipts from tolls, for the last twelve months have exceeded those of the twelve months previous, by upwards of 9,000 dollars. These two sums amount to about one-sixth of the the year."

other proofs, which he who runs may read, we see the managers of some of our most important lines exacting rates of freight and fare which are truly oppressive. It is much to be desired that they should learn wisdom in this matter and as much for their own interest as for the interest of others.

Raleigh and Gaston Railroad .- It appears by the following from the Raleigh Register do not understand why this opposition. that governor Graham has determined to go in his bid to the maximum amount for the Raleigh and Gaston road.

examination of the Raleigh and Gaston rail- be a source of no small profit to the town.—

\$381,000.

receipts of the last year. Consequently the counteract the efforts now making by the repair "the Portsmouth and Weldon road." trade must have increased one-sixth during Central railroad company, to procure an It is mortifying to see a railroad on such a Such has been the uniform tendency on to construct a road from some point in Bibb of Virginia allow it? all the public works in this country, and especially on the New York canals, as will be or near Columbus. There was a unanimous Yet, notwithstanding these and numerous were passed, and a committee appointed to transported, than of the income earned. draft a memorial to the legislature, praying charter."

> Will the editor of the Macon Messenger please inform us why this opposition? Is Ma con the last city or town in that direction? Or are there cartmen, and cabmen, whose interest is paramount to that of the business community? We ask for information as we

" The City Point Railroad .- The business on this road has increased considerably during the last six or eight months, so much in-"Governor Graham has returned from his deed, as to encourage the belief that it will

boat train via Stonington was thrown off the dent of the road. We are gratified to learn and the James river and bay line, thus offertrack of the Providence railroad, at Sharon that the governor found the road, excepting ing to travellers, going north or south, a on Saturday morning, in consequence of a the section between Raleigh and Forestville, cheap, expeditious and agreeable route. It switch being misplaced. The locomotive on which workmen are now operating, in is also a great accommodation to our merchants was driven, with great violence, into a sand much better condition than he had expected; in the rapid, cheap and safe transportation of bank; and the baggage crates, and one or and that, after a personal survey of almost goods brought by vessels to City Point. But two passenger cars badly broken. Fortu-the whole track, and the depots, aqueducts, for this road our citizens would be subjected nately no one was seriously injured, though and noble bridges of the company, and on the to much inconvenience, because of the diffithe engineer and fireman received some se-inspection of the reports of its income for the culty during some seasons of the year in vere bruises. It is supposed that the switch past two years, made to the court of equity of transporting merchandize, etc., in vessels from was altered some time during the night; but Wake, he determined without hesitation, as City Point to this place, on account of the whether by accident or design, is not known. the agent and representative of the state, at small quantity of water and obstructions by the sale of the company's property, to be made on the Appamattox. If this road were on the 29th of December next, to bid the max-abandoned, the travel on the bay would in a "James River Canal.—It is estimated, says imum amount prescribed in the act of the genter time most certainly be lost to Petersburg the Richmond Enquirer, that the reduction in the rates of tolls, at the commencement of 000, and the interest accrued thereon since the state of affairs strong inducements would be considered. the present year, was such, that if the ton-bonds for this amount, endorsed by the state, held out to northern or southern capitalists to nage had remained the same, the receipts were issued-which will be in all about purchase, and recommence operations on the road between Portsmouth and Weldon."

Not with a view of injuring Petersburg, " The City of Macon and the Central Rail- by any means, but for the convenience of traroad.—A very numerous and respectable meeting of our citizens was held at the court house on Monday last, to adopt measures to amendment of their charter authorizing them line as that go to ruin. Why do the citizens

"Flour by Railroad .- There was received seen by referring to a statement in this Journal, number 35 for August 28th. In 1832 con. Our people are all of one way of think-the up tolls on the Eric canal were \$5 08\frac{1}{5} line on this point. They will not permit a line, 13,174 barrels flour. In the week ending the point of any road on the west side of the line, and 28 54 con 1000 lbs. of merchandize from Albany to line on a local side of the line of the line of the line of the line on 1000 lbs. of merchandize from Albany to line of any road on the west side of the line of the lin Buffalo and \$2 54 on 1000 lbs. of flour, or provisions from Buffalo to Albany, whereas in 1845, this year, they are \$3 20\frac{1}{2} up, and 1845, this year, they are \$3 20\frac{1}{2} up, and 1825 up, and 1845 up, and and and and and and an and an analysis up, and an analysis up, and 1845 up, and an analysis up, and an an \$1 621 down and yet the tolls of 1845, will or below the city. The diversion of trade tained an average of more than 1000 barrels be double those of 1832 and even double those from our city by any such junction, is too apart a train, in addition to large quantities of other of 1837—next year, 1846, the up tolls on parent for us to dwell on. The attempt to freight. The receipts for the transport of merchandize are to be \$2 36 and the down effect it by the railroad company, was regard-flour on the Boston and Worcester railroad, tolls on provisions \$1 351 per 1000 lbs. or tolls on provisions \$1 35; per 1000 lbs. or pledges and stipulations, and as a measure dejust one-half the charges of 1832, and we structive to our prosperity, and which should receipts of those weeks. This branch of the shall be disappointed if with ordinary crops, be arrested at its inception. A series of res- business, however, contributes a much larger the receipts do not equal those of this year olutions expressive of the sense of the meeting proportion of the amount of the merchandize

"About 3000 barrels of flour, in addition to the rejection of the contemplated amended the above, were received at the depot in this city yesterday."

The amount of other freight passing in the same direction, and of merchandize by return trains, would astonish many of our citizens if they were to see the trains as they arrive at the depot in Boston and Greenbush: We will take the liberty, however to tell them that the present business over that road is only a priming to what it will be a few years hence, especially if the road between Albany and this city is not constructed.

The earnings of the Buffalo and Niagara railroad company this year shows a very great road. He was accompanied to Gaston by the This must be gratifying to all who have at increase over last. From the 1st of August public treasurer, by George W. Mordecai, heart the prosperity of Petersburg. One of to 1st of November, this year, they were \$11,Esq., the temporary president of the company, the grand designs in the original construction 864, against \$8,352 for corresponding period John D. Hawkins, Esq., of Franklin, one of of this road was the formation of an important last year.

ENGLISH RAILROAD SHARE-LIST.											
	1 1	to be raised	In pounds be raised ortgage.	sums, in pounds, nded at dates of balance sheets.	ring in months test bal-	igs, in months test bul-		d at last	. 1	NEW AND PROPOSED	Share
		ais sis	s, in pound to be raise mortgage.	2 4 2	Cost of working pounds for six mont as stated in latest b lance sheets.	- 50	niee	ting.		RAILWAYS:	Capital.
	opened.	2.5	2 2 2	Date.	5 8 5	SE S			1 .	Aberdeen	. 1,600,00
And Tolland Street, St	5	50	E O	. 00	r x s	for six	share.	cent.	hare.	Barnsley Junction	200,00
NAME OF RAILWAY.	8	otal sums, itherized to	* 5 B	at a	N E S	E a a a	2	cent.	share.	Belfast and Ballymena	
	2	me s	Total sums authorized by loan or n	E-2-2	5 - 8	Total earn pounds, for a as stated in ance sheets.	00	2 2	-	Blackburn and Accringto	
	Miles	ar in	a riza	Per	SESO	Press	Per	Per a	uo o	7 73 1 1 631 7	
A seed to be a see	7	244	E do	est se	ce ta	o ta			2 2	Solt., Wigan and Liverpo	
A STATE OF THE PARTY OF THE PAR		Tolant	Sar	Total expend	Po Se	L og s H	£ 8. d	£ s. d	Paid on	Caledonian	
Arboath and Forfar	15	102,000	35,000	138.870			0 12 6	2 10 0			
Birmingham and Gloucester	55					53,203			100 10		5,000,00
ormingnam and Gloucester	00	1,187,500		1,500,806	39,261	33,203				Chester and Wrexham	3,000,00
Brandling JunctionBristol and Gloucester	23	161,700	365,470	481,452		*****		4 10 U		Character and Wrexham	120,00
Bristol and Gloucester	371	400,000	211,000	657,825	*****	10.40		nihil.	1 001 -		1,800,000
Chester and Birkenhead	141	750,000	143,170	518,980	5,856	13,148	0 10 0	2 00			
Dublin and Drogheda	31	450,000	150,000	582,254				nihil.	60 11	Dublin and Belfast	
Dublin and Kingston	6	200,000	152,200				9 0 0	2 0 0	100 25	1 S Dundee and Perth	
Dundee and Arbroath	164	,	49,445	153,416	2.989	6.993	1 50				. 800,000
Durham and Sunderland	181		124,055	270,392	9,889			nihil.	50 2		. 270,000
East County and North and East		4,443,200				118,726			45 5		
Edinburg and Glasgow		1,125,000		1,649,523	29,429	55,866		5 0 0			. 1,200,000
Blasgow, Paisley and Ayr	51	937,500		1 071 958	19 446	36,736	1 50				600,000
Slasgow, Paisley and Greenock	221	650,000	216,666	797.643	11,830		0 50			Harwich and E. coun. Ju	1. 160,000
rand Junction.	104	2.478.712		2.503.671	84,309	195,080	5 00	10 0 0	100 23	Huddersfield & M. rl. & o	1. 600,000
Freat North of England	45	969.000	581.017	1.307.487	12.201	36.189	3 00	6 0 0	100 23	Kendal and Windermere	
Freat Western	2211	4.650,000	3.679.343	7,445,689	143,279	440,046	4 0 0		80 21		
Hartlepool	151	438 000	155 540	719.205					100		
eicester and Swannington	161	140,000	100,010	140,000		6,317					
iverpool and Manchester	39	1 209,000	497,750			141,252			100 21		
lanelly	97	200,000		221,624	02,000	111,000					
ondon and Birmingham	2001	6 974 976	030 045	C14 005	06 412	456,997			100 24		
London and Blackwall	2028	904 000	266,000	700 051	15,070	23,870				Lynn and Ely	200,000
ondon and Brighton	25	004,000	200,000		10,978	120,150	1 10 0				200,000
and and Crawden	90	1,935,000	705,000			130,156					
ondon and Croyden	04		229,000		7,583	10,545					. 250,000
ondon and Greenwich			233,300		15,193	28,933		nihil.	13 1		
ondon and South Western	921		630,100	2,604,405	89,439	190,631		10 0 0			. 700,000
fanchester and Birmingham	31	2,100,000	690,586		15,397	58,162	1 00				
Manchester and Bolton	10	778,100	197,730	773,743		21,140					
Manchester and Leeds and Hull	87	2,937,500	,943,932	3,921,593		156,761		8l. a 10l.			
Aidland railway	1791	5,158,900 1	,719,630	5,279,838		276,129			100 199		
Newcastle and Carlisle	61	878,240	188,563 1	,135,069	26,499	46,745	5 0 0		100 113	Shrew. Wolv. Dudly & B	. 900,000
Newcastle and Darlington	23	500,000		405,728			1 00	8 0 0	21 5	Trent Valley	900,000
Newcastle and North Shields	7		153,876		8,943	18.466		6 9 0	50 6	West London Extension.	. 64.000
North Union	39	739,201	308,306 1		24 788	37.794	2 10 0	6 5 0	100 17	West Yorkshire	. 1.000,000
aris and Orleans	82		400,000 1			01,101	0 16 0	8 00	20 4	Whitehaven and Marypo	100 000
Paris and Rouen	84	1,440,000	200,000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	31,247			8 0 0	20 4	FRENCH RAILWAYS.	200,000
reston and Wyre	19		179.852	355 161	4.191				50 3	Boulogne and Amiens	1 500 000
heffield and Manchester	19		311.759		11 805	14 876		nihil.		Central of France	1 280 000
outh Eastern.		2,996,000 1			69.288	139,042		3 1 4	22 41	CI wone and Avignon	9 400 AM
Caff Vale.	30		195,000		9,115	22,699	17 7	3 15 0	100 10	Orleans Tours & Bordean	4 5 000 00V
Ilster.	25	519,150	20,000	348,626	5,401	13.856	0 15 0	5 1 9	39 50	Paris and I vone	0 500 000
armouth and Norwich				230,036		10,008	1 0 0	5 0 0	90 00	Paris and Lyons	1,500,000
ork and N Mid and I and and Call	201	187,500			5,186		2 10 0	10 00	50 115	Paris and Rouen	1,000,000
ork and N. Mid. and Leeds and Selby	40	,002,000	167,500 1	,107,146	31,349	75,474	O IU UI	IV U U	20 11	Taris and Rouen	. 1,400,000

Stea	m and I	Ilscell	ancons	•			NAME OF COMPANY.	Num. of	Am't. of	Amount	Div. p.c.	Last	Presen
NAME OF COMPANY.	Num. of					Present		shares.	share.		per ann.		price.
	shares.	share.	paid.	per ann.		price.	Loughborough	70	1421	1421	70	1140	
Anglo Mexican Mint			10		15%	15k	Monmouthseire	2.409	100	100	10	160	160
Anti Dry Rot	10,000		181		2		Melton Mowbray	250	100	100		117	117
Australian Trust Company	5,700		35				Mersey and Irwell	500	100	100	10		
General hteam Navigation	20,000	15	14	10	271	27	Macclesfield	3,000	100	100	.21	15	15
Gt Western Steam Pa			100		25		Neath	247	100	100		365	365
Metropolitan Wood Pav	15,000	10	6	5	61		Oxford	1,786		100		505	1
Patent Elastic Pav	10,000	1	1	5	14		Regents or Loncon	21,418	331	331	21	25	25
Peninsular and Oriental	11,493		50	7	641	65	Shropshire	500	125	125	6 -	120	120
Ditto	3,200	50	40	7			Somerset coal	800		150	71	123	123
Polytechnic Institution				6			Stafford and Worcester	700	140	140		480	480
Reversionary Int. Soc		100	100	44	104	104	Shrewsbury	500		125		230	230
R. Mail Steam Packet			60		361	37	(Stourbridge	300		145		360	360
South Western Steam	4,000	25	5				Stroudwater	200	150	150	19		000
Ship Owners' Towing	3,000	10	71	10	15		Swansea	533	100	100		240	240
Thames Tunnel	4,000		50				Severn & Why & Rail Av.	3,762		261	51	30 .	30
University College	1,500	100	100	1	1	1	Trent and Mersey.	2,600		50		495	00
	Ca	nals.					Thames and Medway	8.149		194		10	10
Ashby de la Zouch	1.432	1113	I av.	1 4	. 70	70	Warwick and Birmingham.	,000	100	100		167	-
Barnslev	720	100	100	14	180	180	Warwick and Napton	980	100	100		122	
Birmingham, 1-16 share	3,000		79	10	150	160	·	Water	Work	Se.	- 4		-
Do. and LiverpoolJunction			100		131	131	Birmingham	4.800		25	31	28	1 28
Coventry		100	100	20	365	365	East London	4,433		100	8	223	225
Cromford			do.	24	250	250	Grand Junction	5,500	av.	41 2-3	71	88	90
Derby			do.	9	105		New River L. B. Ann.	1,500		11 20	91	00	30
Erewash			do.	32	440		Manchester and Salford	6,486	av.	30	21 .	57	57
Forth and Clyde			401	4	440		Vauxhall, lt. S. London			100	5	55	55
Grand Junction	11,600		100	7	162	1611	West Middlesex	8,294		634		126	127
Grand Surrey	1,500		do.		20				ks.	, ool	08 1	120	121
Gloucester and Rerkley	5,000		do.		8	8	Commercial Dock	1,065		100	9	80	
Grantham	749	150	150	8	185		East and West India	1,000		100	3	137	
Lancaster	11,699		471	3	40		London	2 020 210	sto.		54		116
Leeds and Liverpool	2,897		100	34	640	640	St. Katharine	1 250 250	sto.	1 1 1 1			115
Leicester	545		140			139	Southampton	1,302,102	ste.	50	Ð	116	171
Longooton	040		130	-	.103	.199	Boumampon	7,000	1 00	1 30			

# AMERICAN RAILROAD JOURNAL.

§ STATE WORKS.  Black river canal Cayuga and Seneca Champlain canal Chemung. Chemung. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal Delaware canal French creek. Seneca river towing path Columbia railroad Eastern division Juniata canal Portage railroad Western division canal.	8	1,524,967 237,000 1,251,664 684,600 2,420,000 156,777 12,648,852 3,739,000 50,000 565,437	16,557 102,308 8,140 16,195 461 1,880,316 12,292 225 29,147	10,953 14,486 15,967 3,674	24,618 116,739 14,385 22,179 1,498	14,443 12,740 15,960 3,951	The auction estimated Black complismus of the quired	e six m n and ate of c river of etion, th ch great se can to con	illions paid salt duties a cost. The C anals required the interest of ter than the als when fin applete these	feet deep, and 190 feet in leng to the canal are not includenessee vallete large sum which additestimated graished. The two canals at the control of the con	fund from ded in the sy and
Cayuga and Seneca Champlain canal. Chemung. Chenung. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal. Delaware canal French creek. Seneca river towing path Columbia railroad Eastern division. Juniata canal Portage railroad Western division canal	21 64 23 97 8 363 120 6 38 25 60 45	237,000 1,251,664 684,600 2,420,000 156,777 12,648,852 3,739,000 50,000 565,437	16,557 102,308 8,140 16,195 461 1,880,316  12,292 225 29,147	14,486 15,967 3,674 13,819 2,239	116,739 14,385 22,179 1,498	12,740 15,960 3,951	auction estimated Black complissis much of the quired	n and ate of c river c etion, t ch grea se cana to con	salt duties a cost. The Canals require the interest of ter than the cals when fin applete these	dere not includenessee vallere large sum which additional with the control of the	ey and the stand such as for the tional such as income sums res \$2,000
Champlain canal. Chemung. Chemango. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal. Delaware canal French creek. Seneca river towing path Columbia railroad Eastern division. Juniata canal Portage railroad Western division canal	64 23 97 8 363 120 6 38 25 60 45	1,251,604 684,600 2,420,000 156,777 12,648,852 3,739,000 50,000 565,437	102,308 8,140 16,195 461 1,880,316 12,292 225 29,147	14,486 15,967 3,674 13,819 2,239	116,739 14,385 22,179 1,498	12,740 15,960 3,951	estima Black compl is muc of the quired	river of river of etion, the ch great se canal to con	cost. The Canals required the interest of ter than the cals when fin applete these	Genesee valle re large sum f which addi- estimated gro- rished. The two canals an	ey and the strong sums in the sum
Chemung. Chenango. Crooked lake Erie—enlargement of Genessee valley. 52 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal Delaware canal French creek. Seneca river towing path Columbia railroad Eastern division. Juniata canal Portage railroad Western division canal	23 97 8 363 120 6 38 25 60 45	684,600 2,420,000 156,777 12,648,852 3,739,000 50,000 565,437	8,140 16,195 461 1,880,316 12,292 225 29,147	14,486 15,967 3,674 13,819 2,239	14,385 22,179 1,498	12,740 15,960 3,951 15,557	Black compl is muc of the quired	river of etion, the ch great se canal to con	anals required interest of the interest of the than the cals when find the these the	re large sum which addi estimated gro sished. The two canals ar	is for the tional su ess incor sums incor re \$2,000
Chenango. Crooked lake Erie—enlargement of Genessee valley.  22 miles opened, cost \$1,500,000 Oneida lake Oswego Beaver division canal Delaware canal French creek. Seneca river towing path Columbia railroad Eastern division. Juniata canal Portage railroad Western division canal	97 8 363 120 6 38 25 60 45	2,420,000 156,777 12,648,852 3,739,000 565,437	16,195 461 1,880,316 12,292 225 29,147	15,967 3,674 13,819 2,239	22,179 1,498 19,641	15,960 3,951 15,557	compl is muc of the quired	etion, the ch great se can deto con	he interest of ter than the als when fin aplete these t	which addi- estimated groundshed. The two canals ar	tional substitutional sums income sums inc
Crooked lake Erie—enlargement of Genessee valley	8 363 120 6 38 25 60 45	12,648,852 3,739,000 50,000 565,437	1,880,316 12,292 225 29,147	13,819 2,239	19,641	15,557	of the	se cana	als when fin	ished. The wo canals a	sums in \$2,00
Genessee valley	6 38 25 60 45	3,739,000 50,000 565,437	12,292 225 29,147	13,819 2,239	19,641	15,557	quired	to con	iplete these	wo canals a	re \$2,00
52 miles opened, cost \$1,500,000 Oneida lake Oswego Seaver division canal Delaware canal French creek Seneca river towing path Columbia railroad Eastern division Juniata canal Portage railroad Western division canal	6 38 25 60 45	50,000 565,437	12,292 225 29,147	2,239		15,557					
Oneida lake Oswego Oswego Beaver division canal. Delaware canal French creek. Seneca river towing path Columbia railroad Eastern division Juniata canal Portage railroad Western division canal	6 38 25 60 45	565,437	225 29,147	2,239						THE THE PART OF STREET	cost wh
Oswego Beaver division canal Delaware canal French creek Seneca river towing path Columbia railroad Eastern division Juniata canal Portage railroad Western division canal	38 25 60 45 	565,437	29,147			1.636				2,409,000; a	
Beaver division canal.  Delaware canal French creek.  Seneca river towing path  Columbia railroad  Eastern division.  Juniata canal  Portage railroad.  Western division canal	60 45 821				56,165	28,599	ture in	curred	on estimate	d incomes (a	dmitted
French creek. Seneca river towing path Columbia railroad. Eastern division. Juniata canal Portage railroad. Western division canal	45 821				7,381	5,386	be libe	eral,) of	f \$39,000 an	d \$14,000 res	spective
Seneca river towing path	821	00.000			109,278			total r	eceipts from	the works of	Penns
Columbia railroad	821				381		vania	for 184	13 were \$1,0	019,401; for	1844 \$
Eastern division		4,204,969			443,336	205.067	The		the cost abou	it 30 millions were as follow	io .
Portage railroad		1,201,000			179,781	138,915	Canal	tolls.	101 1044 W	ere as tonow	578,4
Western division canal	93						D - 3-	and soll	s, •		252,8
western division canal		1,828,461			351,102	248,943	Motiv	e powe	er, -		319,5
North hunnah Guarushannah sanal	105 73	-			b*	`	Truck	'C			13,4
North branch Susquehannah canal West ". " " "	72				101,949	57,633	of whi	ich \$58	5,922 is iron	118 miles of canal	i ramro
Hocking canal	56	975,130	4,757		5,286	4,139					
Miami canal	85	1,660,742	68,640	38,826	77,844					the dollar.	
Miami extension	105	2,856,636	8,291		0'11	12,721	853 m	iles of	canal in the	State which	wielded
						15 097	1843	#471 GG	3 and in 1	944 9515 393	the co
Ohio	334				343,711	* 10 010	ISI JA	11 4.0 1	Maine 2013.37	1.200. I He	HILMISHE
Wabash	91				49,589						
Walhonding	25	607,269	838	39,005	1,977	1,238	nas ex	minited	ever before	known	Ruout
		255,015		1,782	8,747	2,929	Commi	y man	millions on	minder work	e wield
Sundry works		11,000,000			• • • • • • • •					summy work	s y iciu
Maume canal		10 000 000		•••••	•••••		The	centra	l railroad v	ields above (	per ce
Central railroad	110			75 960	211.170	89,420	and i	s the or	ly State wo	rk-the Erie	canal
Southern railroad	68					70,000	cepter	d—whi	ch is able to	stand alone.	
······	~~	~~~~·	~~~	~~		~~~	Div	Value	~~~~	~~~~	
ICANALS.	in	Cost.	Incom	е. р	r Inc	ome.	per	ef		REMARKS.	
	miles.	- 40	Gross.	Nett. ce	t. Gross.	Nett.	cent.	stoek.			
	05	400.000		• • • • • • • • • • • • • • • • • • • •		*****					-
		1 000 000							We may,	perhaps, ats	ome fut
Charleston (S. C.)		1,000,000							time be enal	bled to give t	he parti
Chesapeake and Ohio	184	12,370,470	47.637						lars of all the	hese canals.	Ohio
Conestota	12	300,000			••••••			96	is not vet	completed to	the c
Delaware and Chesapeake	13	2 500 000	070 705 10	00 001	190 69	120 624			mines, henc	e its trifling	income.
Farmington	100	3,300,000	213,10010	2,201	100,00						
ames river and Kenhawa											
Middlesex									for one mill	ris canai was	lately s
Port Deposit	10	200,000	00 000		191 4	DA 455			of its cost.	ion, about on	Clours
Delaware and Raritan	43	2,900,000	99,623	3,327	131,4	04,450			01 100 0000		
Pide Water	15					1	1 1				
	80	2,000,000									
	101	1,000,000						261			
Dismal Swamp				•••••				•••••		*****	~~~
······	(Length.	No official		Size of lo	ks.	Width o	fcanal	da d	Expende	Incom	ne.j
CANADIAN CANALS.	in	locks. in fee	Length o	Width.	Depth on	Bottom.			Sept. 184	3. 1843.	1844
walland const	aunes.	-					feet	3.948			
runk from Port Colhorne to Port Dalhousie	98	31 328					81				
	-		-				71				
			200	45	9	45	85				
			-								
	2	2 7	200	45	9	50	90			•	
Plat	4	2 11 1-	2 200	45	9	50		672	498 97	3	
s point	3-4							865	372 1,665,66	3	
passing the Long Sault rapids	11 1-2						120	1.190	087 275,42	6	
do. Lachine rapids	8 1-9			45	9 2	80	120	old ca	nal. 400,00	0 29,288	
nt of do								. 1,001,	333 64,43		
tal from lake Erie to the sea	12	57 525						F000	000 - 440 00		
	66	9 74 4	120	24	6	36	60	11200,	000  440,00	01 1,409	
·····	Length	in 1		1843.	Div.			Div.	Value	DE B. D	-
COAL COMPANIES.	miles	. Cost		ncome.	per		Nett.	per cent.	of stock.	REMARK	S
									130		
								11	31		
	Miami extension Miami northern division Muskingum Dhio Wabash Walbonding Western road Sundry works Maume canal Sundry works Dentral railroad Southern railroad  CANALS Seaver and Sandy (part) Charleston, (S. C.) Chesapeake and Ohio Conestota Conestota Collaware and Chesapeake Cochuylkill Carmington Camames river and Kenhawa Middlesex Cort Deposit Collaware and Raritan Couthwark Cide Water Jinion Morris Dismal Swamp  CANADIAN CANALS  The Welland canal Ca	Miami extension       105         Miami northern division       35         Muskingum       91         Ohio       334         Wabbash       91         Walhonding       25         Western road       31         Sundry works       31         Sundry works       31         Sundry works       31         Central railroad       110         Southern railroad       68         Canal Sandy       10         Bald Eagle Navigation       25         Beaver and Sandy       10         Charleston       12         Chesapeake and Ohio       184         Conestota       12         Delaware and Chesapeake       13         Schuylkill       108         Carmington       10         ames river and Kenhawa       43         Bouthwark       10         Cort Deposit       10         Belaware and Raritan       43         Southwark       101         Cide Water       45         Jinion       80         Morris       101         Delaware branch to Dunville       not added         reck branch	Miami extension.       105       2,856,636         Miami northern division.       35       322,000         Muskingum.       91       3,628,340         Walbanding.       25       607,239         Washesh.       91       3,028,340         Walhonding.       25       607,239         Western road.       31       255,015         Sundry works.       10,000,000         Central railroad.       10       1,842,308         Southern railroad.       68       936,295         Southern railroad.       25       400,000         Bald Eagle Navigation.       25       400,000         Beaver and Sandy. (part).       1,000,000         Charleston, (S. C.).       184       12,370,470         Concestota.       12       300,000         Beaver and Chesapeake.       13       3,500,000         Schuylkill.       106       3,500,000         Paleawre and Raritan.       43       2,900,000         Southwark.       10       200,000         Orle Water.       45       2,900,000         Janion.       80       2,000,000         Journal Swamp       101       1,000,000         Cox Lackine rap	Miami extension.       105       2,856,636       8,291         Miami northern division.       35       322,2000       1,627,318       23,167         Dhio.       334       4,600,000       322,754         Walbash.       91       3,628,340       325,915         Walhonding.       25       607,269       838         Western road.       31       255,015       7,254         Sundry works.       11,000,000       140,000,000       149,987         Southern railroad.       110       1,842,308       149,987         Southern railroad.       110       1,842,308       149,987         Southern railroad.       25       400,000       149,987         Salackstone.       25       400,000       149,987         Southern railroad.       15       1,000,000       1,000,000         Charles and Chesapeake.       12       300,000       1,000,000         Salackstone.       12       300,000       1,000,000         Schuylkill.	Miami extension.       105       2,856,636       8,291         Miami northern division.       35       322,000         Muskingum.       91       1,627,31s       23,167         Ohio.       334       4,600,000       322,754       123,398         Wabash.       91       3,028,340       35,922       6,400         Walhonding.       25       607,269       838       39,005         Sundry works.       11,000,000       11,000,000       149,987       75,960         Sundry works.       10,000,000       149,987       75,960         Southern railroad.       68       936,295       24,064       7,997         Southern railroad.       10       1,000,000       149,987       75,960         Slackstone.       10       1,000,000       149,987       75,960         Slackstone.       25       4,000,000       149,987       75,960         Slackstone.       10       1,000,000       124,064       7,907         Slackstone.       10       1,000,000       147,637       160         Slackstone.       10       1,000,000       1,000,000       160         Slackstone.       12       1,000,000       1,000,000       1	Miami extension         105         2,856,636         329,000         320,000         unfinident mixed management           Muskingum         91         1,627,316         23,167         29,385           Walhonding         25         607,269         322,700         322,764         423,388         349,395           Walhonding         25         607,269         383         39,005         1,977           Walhonding         25         607,269         383         39,005         1,977           Wandry works         11,000,000         1,782         4,742           Sundry works         10,000,000         1,842,308         149,967         75,960         211,170           Southern railroad         110         1,842,308         149,967         75,960         211,170           Salackstone         25         400,000         1,000,000         1,000,000         1,000,000           Beaver and Sandy, (part)         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000           Charleston         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,000,000         1,0	Miami extension	Miami extension	Miami extension	Minim in extension   105   2,856,636   3,291   12,723   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   13,210   14,000   13,210   13,210   14,000   14,000   12,210   13,210   14,000   14,000   14,000   15,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000   13,000	Maini extension   105   322,600   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167   323,167

		L'ngt		Loans	Number			43.	Div.	1 18	344.	Div.	1 11	345.	ID
	NAMES OF RAILROADS.	in miles	Cost.	and debts.	of shares.	share	Inc	ome.	per	Inc	ome.	per	Inc	ome'.	P
Maine.	1 Portland, Saco and Portsmouth	50	1,200,000		- Sautos.		89,997			131,40		-			-
N. Ham.	2 Concord	35	750,000									12			
Mass.	3 Boston and Maine	56	1,485,461				. 178,745	68,499	6	233,10	1 86,40	6			
****	5 Boston and Lowell	171	455,703 1,863,746				977 315	144,000	8	316 000	147,61	8			
	6 Boston and Providence	41	1,886,135		18,600	100		110,823			1 156,109				
• • • •	7 Boston and Worcester	44	2,914,078				40,141	162,000	6		7 195,163				
• • • •	8 Berkshire	21	250,000	not stated	1			17,500			7				
••••	9 Charlestown branch								13		13,97				
••••	10 Eastern	54		im-4			279,563	140,595	6		8 227,920 9 26.835				
• • • • •	12 Nashua and Lowell.	50		justopn'o					8	42,759 94,588					
••••	13 New Bedford and Taunton	20	430,962				50,671			64,998					
• • • •	14 Northampton and Springfield		172,883	unfin.											
••••	15 Norwich and Worcester	66	2,290,000				162,336	24,871		230,674	99,464	3			
••••	16 Old Colony	4	. 87,820												
	18 Taunton branch.		63,075 250,000					20,000		06 69	20,000	8			
••••	19 Vermont and Massachusetts		200,000					20,000		30,00	20,000	1			
• • • •	20 West Stockbridge	3	41,516	200		100						4			
****	21 Western, (117 miles in Mass.,) 22 Worcester branch to Milbury	156	7,686,202		30,000			284,432		753,753	439,679	3			
••••	23 Housatonic, (10 months,)		8,431												
Conn.	24 Hartford and New Haven	74 38	1,244,123		10,000	100		• • • • • • • •		150,000	)	6			
	25 Hartford and Springfield	251	600,000												- 1
	26 Stonington, (year ending 1st Sept.,)	48	2,600,000							154,724	79,845				
N. York.	27 Attica and Buffalo	31	336,211				45,896	7,522		73,248	48,033				
••••	28 Auburn and Rochester	78	1,796,342		14,000			112,000	••••	237,667	152,007	6			
••••	29 Auburn and Syracuse	26 22	766,657		1.500	1331	86,291	27,334	• • • •	96,738	52,544	6		•••••	
	31 Erie, (446 miles,)	20	5,000,000		1,500		•••••	• • • • • • • • • • • • • • • • • • • •	• • • • •						
	32 Erie, opened	53	3,000,000					48,000		126 020	59 075				
	33 Harlem	26	2,250,000	750,000	30,000			10,000		140,685	62,399				
	34 Hudson and Berkshire	31	575,613			50				35.029	1.789				
	35 Long Island	96	1,610,221	392,340						153,456	58,996				
••••	36 Mohawk and Hudson	17	1,317,893		10,000		69,948	58,780		79,804					
	37 Saratoga and Schenectady	201	303,658			• • • •	42,242		1	34,666					
	39 Syracuse and Utica.	53	640,800 1,115,897		16 000	601	163 701	72,000		32,646 192,061					
	40 Tonnawanda	43	727 332	попе.	10,000	025	76,227	12,000		114,177					
****	41 Troy and Greenbush	6	180.000				,			,	10,000				
• • • •	42 Troy and Saratoga	25	475,801				44,325	21,000		38.502	9,971				
V Torcov	43 Utica and Schenectady	78	2.168.165	none.	20.000	100	277,164	180,000	. 9	331,932	199,094				
1. Jeisey	44 Camden and Amboy	61	3,200,000				682,832	383,880				• • • •			
	46 New Jersey	26 34	2,000,000		• • • • • • •	• • • •		• • • • • • •	• • • •	• • • • • • •				• • • • • •	
	47 Paterson	16	500,000							• • • • • • •		6			
Penn.	18 Beaver Meadow	26	1,000,000												
••••	49 Cumberland Valley	46	1,250,000						• • • •						
••••	50 Harrisburg and Lancaster	36	860,000	645,929		• • • •	• • • • • • •	• • • • • • •	• • • •	• • • • • • •	•••••	• • • •	77,538	9,988	3
	52 Little Schuylkill	10 29	000,000	••••••		••••	•••••	•••••	• • • •	• • • • • • • •		••••	••••••		•
	53 Blossburg and Corning	40	600,000		•••••	• • • •			• • • •	• • • • • • •		••••	•••••		
	54 Mauch Chunk*	9													1
	55 Buck Mountain	4	72,000												
	66 Minehill and Schuvlkill Haven	191	396,117	25,000	7,019	50			12			12			
••••	Norristown	20	800,000												
	58 Philadelphia and Trenton	30	400,000	• • • • • • • • • • • • • • • • • • • •		• • • • •	•••••	•••••	••••	• • • • • • • • •	•••••	••••			
	60 Reading	29 ± 94	400,000 1,500,000 9,457,570	7 447 570	40 000	50	•••••	•••••	••••	507 619	2/2 511	• • • •	••••••	•••••	
	61 Schuylkill vallev	10	1,000,000	1,22/,3/0	40,200	30		,		097,013	343,511	••••	•••••		1
	Williamsport and Elmira.	25	400,000				20,000 43,043								
	3 Philadelphia and Baltimore	03	4.400.000				43,043	200,000			210,000				1
elaw're	64 Frenchtown	16	600.000												·
vialyiu	Baltimore and Washington	188	7,742,410 1,800,000	1,153,709			575,235	279,402	••••	658,620	346,946		738,603	374,762	1
	67 Baltimore and Susquehanna.	38 58	3,000,000	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		177,227	71,691	• • • •	212,129	104,529				
	PO Wrightsville. York and Gettyshuro	121	500,000								• • • • • • • • • • • • • • • • • • • •	••••	••••••		
irginia	9 Greensville and Roanoke.	18	284,433	37.5441	2.(NN)	100 1				25,368	6,074	3	• • • • • • •	*******	
	70 Petersburg	63	969.880	63,000	7.690	100				199 871	72,898	6			١
	71 Portsmouth and Roanoke	781	1,454,171				-								
	73 Richmond and Petershurg	76 224	700,000			••••	•••••	• • • • • • •	••••	185,243	85,688				
	74 Winchester and Potomac	32	500,000			••••	•••••	• • • • • • • • • • • • • • • • • • • •	••••	• • • • • •	•••••	• • • • •	•••••	•••••	
V. Car.	75 Raleigh and Gaston	841	1,360,000							••••••					
1	76 Wilmington and Raleigh	161	1,800,000												
S. Car.	77 South Carolina	136	5,671,452		34,410	75									1.:
····	78 Columbia	00 (					201.464	77.456		532.871	140.196				
reorgia	79 Central	1901	3,000,000	500,000	22,500	100	227.532	93.190		328,425	180,704				١.,
	Montgomery and West Point.	1471	2,650,000	180.000		!	248,026	158,207	5	248,096	147,523				
ent'ky	2 Levington and Ohio	40	450,000	170,000			•••••	••••••			15,000				•••
Ohio.	3 Little Miami	40	400,000		• • • • • • •			•••••	••••			••••	• • • • • •	•••••	
	B3 Little Miami	40	152.000									••••	94 004	3,280	••
ndiana.R	SolMadison and Indianapolis	56	212,000	50,000			22,110	8.639	8	39.031	10,065	91	21,304	0,200	
anada.	66 Champlain and St. Lawrence	15						12 000		58 0001	24,000	- 1			
-															

Correspondents will oblige us by sending in their inications by Monday morning at latest.

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### AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

### Thursday, December 4, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 20,828 07 tons, and by canal 9,904 02, making 30,732 09 tons for the

From Pottsville and Port Carbon-total.	377.80
From Schuylkill Haven—total	
From Port Clinton-total	20,52
Total by railroad	775,44
BY CANAL.	

From Pottsville and Port Carbon—total162,079 From Schuylkill Haven—total tons46,445 From Port Clinton51,136	
Total by canal	

		-
Total by	railroad and canal	1,035,107
/ month	LEHIGH COAL TRADE.	

Total ballpinonio 11011			
coal and navigation co.			
Summit mines, -	_	181.639	
	,	101,000	
Room run do., -	- 1	72,213-	-253,852
Beaver Meadow railroad	and coal	co., .	75,130
From Penn Haven—Hazleton coal co.,			
From Rock Port-Buck	Mountai	a coal co.	23,269

421.087
WYOMING COAL TRADE—total182,745
PINE GROVE COAL TRADE.—total44.736
MINEHILL AND SCHUYLKILL HAVEN RAILROAD-
total tons423,440
MOUNT CARBON RAILROAD—total tons247,052
MILL CREEK RAILROAD—total
SCHUYLKILL VALLEY RAILROAD—total118,969
( Miners' lournal

	. [Miners' Jou	rnal.
WESTERN	RAILROAD.—Receipts for week	ending

	1845.	1844.
Passengers	\$5,437	\$5,071
Freight, etc		10,964
Total	\$18,869	\$16,035
Net gain this week		2,834
Net gain previously sine	ce Jan. 45.	51,277

Transactions of the Reading railroad for the month of October for three years

1844. 1843. Business ... \$58,160 34..\$66,476 59..\$131,879 64 Coal tons .....37,261....55,525.....92,415

Eric Railroad.—The following gentlemen were chosen, on Saturday, directors of this great enterprize, with perfect unanimity, by 19,924 ballots:

Benjamin Loder, Stephen Whitney, Silas Brown, Henry Shelden, Daniel L. Miller, Stewart C. Marsh, Jacob Little, Henry Suydam, Jr., W. E. Dodge, Shepherd Knapp, Samuel Marsh, Robert L. Crooke, A. S. Diven, Elmira, John Wood, Thomas Tileston, Canadian Smith, Smith, Hower, Ramsdell, Negoburgh. Corneilus Smith, Homer Ramsdell, Newburgh.

Springfield and Northampton Railway.—This road will be opened for travel some time in the present payable on the 8th inst.

The Nashua and Lowell railroad corporation has declared a semi-annual dividend of five per cent., payable December 1st.

### Notice to Railroad Contractors.

Proposals will be received at the office of the Pittsfield and North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next,

of 181 miles of Roadway.

2d. For furnishing the Timber, Chairs and spikes and laying the Superstructure.

3d. For furnishing Materials and Building a side of the Roadway.

The approximate quantities are as follows, to wit: 600,000 cubic yards of Excavation and Embankment.

6.500 perches of Masonry.

500 feet of Bridging.

43,000 chestnut or white oak Cross-ties, 5 inch face 7 inches between faces and 7 feet long.

in. x 18 feet long.

150,000 feet board measure, Hemlock sills 3 in. x 8 in. x 6 and 12 feet long.

from Hemlock 5 in. x 2 in.

45 tons of Hook Head Railroad Spike.

90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready for examination on and after the 15th December.

FREDERICK HARBACH, Resident Engineer.

Office of the Pittsfield and North Adams Railroad Corporation.

Pittsfield, Nov. 26th 1845.

For the American Railroad Journal.

CLEVELAND, OHIO, November 25th, 1845.

Sin: In a late number of your valuable Journal I perceive that you are asking for information about the movements of the Cleveland, Columbus and Cincinnati railroad company. This is the title of somewhat of a misnomer at present. It was then designed that it should make a road from Cleveland through Columbus to Cincinnati, but action was so long delayed that other companies were subsequently organized, and now occupy that part of the line between the two last mentioned cities. The Little Miami company has a road in full operation, extending from Cincinnati to Zenia, 65 miles, and from there to Columbus, 50 miles. Another company called the "Columbus and Zenia," has surveyed and located a road that will be speedily put under contract. Our road, therefore, will only go to Columbus, but with the others a continuous line will be formed between the lake and river.

A company was organized this fall, under the charter referred to, by the selection of the following named persons as directors: Samuel Medary, Wil- the gristle. A railroad between the two cities would named persons as directors: Samuel Medary, Wil. go on paying increased dividends, till every rood of liam Neil, W. L. Sullivant and R. E. Neil, all of land in the broad basin of the Mississippi sustaind Columbus, and John M. Woolsey, Richard Hilliard, its man. Very respectfully, etc., P. M. Weddell, Henry B. Payne and John W. Al-

Dividends.—The Delaware and Hudson canal len, all of Cleveland. They subsequently elected company have declared a dividend of five per cent., John W. Allen president, William Neil treasurer, and Albert G. Lawrence secretary.

The directors have now two separate companies of engineers surveying the country, and intend to keep them employed till all the information shall be acquired necessary to a judicious location. Whatever line may be taken, the expense for grading, the great source of expenditure on the eastern roads, will be trifling. It is believed that at present prices 1st. For the Graduation, Masonry and Bridging a substantial road with heavy iron can be made for \$12,000 per mile, including the right of way. The distance to Columbus will be about 140 miles, and to Cincinnati about 255 miles. If this line is made, as it should, and I think will be, the whole distance heavy, substantial Post and Rail fence upon each may be easily travelled in twelve hours, and with some of our fast boats on the lake, a gentleman may breakfast in Cincinnati one morning, and dine, if not breakfast, the next day in Buffalo, and may sleep the next night in your city.

That there will be a very great business in the transportation of passengers and property on this line, there can be no doubt. Of all the travellers at Cincinnati bound east, not more than one in nine 500,000 feet board measure, Hemlock sills 3 in. x 8 hundred, as near as can be ascertained, comes to the lake at all, and yet the number is considerable.-From the central parts of the state very few do so. Nearly all the merchants and others below 100 miles 70,000 fence rails 12 feet long, either split from from the lake cross the mountains, and if they go to thrifty Chestnut of a size not less than 5 New York, it is after having passed through Baltiin. x 2 in. measured across the centre of more and Philadelphia, where they make many of the smallest end, or sawed from Spruce their purchases, and as to others, compel your dealers timber with square edges, 5 in. x 11 in. or oftentimes to sell at reduced rates under the threat of returning to the more southern cities to complete 18,000 Chestnut fence posts, holed with 4 holes 71 their stocks. Your merchants, therefore, have a feet long and measure not less than 8 in. x deep interest in drawing all the travellers they can 4 in. across the centre of the smallest end, to the lake in the first place before their pockets are lightened elsewhere.

The country through which the road will pass is all good, and much of it of exceding fertility, and its products are mainly, north of Columbus, of a character that must be carried to a market, that is, they are not cattle and hogs that can carry themselves. The road will probably be so distant both from the canal and the Mad river railroad, reaching the lake at Sandusky, as not to suffer or make them suffer unduly. At Cincinnati, the last mentioned road and ours will come into competition for the lake business, but the through business will be but a small part of what each will have to do. That there will be way business enough to support both I have little doubt.

The harbor of Cleveland is 60 miles nearer Bufthe company as originally chartered in 1836, but is falo than Sandusky, and is always accessible. Not a steamboat goes through lake Erie that does not stop at it. The Ohio canal and Ohio and Pennsylvania both terminate here and would without any railroads make it a place of considerable importance.

> I think \$600,000 may be furnished in Ohio toward making our road, perhaps more. Will not New York and Boston feel a pecuniary interest sufficient to induce them to take the residue of the stock, or a part of it, and loan enough money to finish it on a pledge of the road? They had better invest their money in this road, than in some they have made, and in more that they talk of.

What is now the city of Cleveland, 15 years ago had 1000 people, Cincinnati 30,000, and the whole state 900,000. Now we have 12,000, Cincinnati 100,000, and the state 1,900,000, and we are yet in

matters, the choice of "a speaker, a governor sense, aided by judicious and liberal legisla the possibility that a portion of his party will do it. Let her legislature charter a company pise party trammels and names," and says:

interests, to come up manfully and earnestly one-third of the stock, when the other twoduty; if there ever was a time for the man of narrow prejudices and selfish propensities to make a noble sacrifice for the good and honor of his country, this is the time! This Parkersburg, thus accommodating her northis no time for a halting, wavering, doubtful western counties without cost to herself, and policy."

Now we see no more reason to "despise party trammels" at this time than at any other; they ought always to be "despised," and become as good as new. honest, independent, action should be as much sought in the election of a "speaker" a "governor" or a "U. S. senator," as in le- ing remarks in relation to a rival line of railroad gislating on the subject of "canal, McAdamized and railroad improvements." In these matters, says the editor:

"Party names must be forgotten, and par--be he whig or democrat-who loves this er accommodation to the public and better returns, good "Old Dominion," not only for what she has been, but for what she is and for what he hopes she yet will be; every man who would many equally good judges in our own country, that not be willing to hear the cries of repudiation for railroad companies to "benefit the public, is to and distress and ruin ringing from the north to the south, and from the east to the west, must boldly come to the rescue, drive back every encroachment, resist every innovation; trample upon the petty feelings and unworthy designs of the partizan, and make one more vigorous, determined and tremendous effort for the sake of the prosperity and peace of this the mother of states and statesmen.-Yes! let all who are of this heart and this mind, " stand together," work together, fight

and fight together, if need be, to make the "Old Dominion" what she ought to be and may be; but we imagine it will be a long while before that period arrives if they still "resist legislature for the incorporation of a compa- has yet undertaken, or she will be distanced in the innovation" upon their time honored preju- ny to construct a railroad from Schenectady race of improvement now about to be commenced. dices; "mother of states and statesmen" she to this city, on the south side of the Mohawk may have been, but it has been her ruin; river. The notice is signed by many well holders in the Wilmington and Raleigh railmuch better would it now be for her if she known, influential, enterprizing and wealthy road company was held in the town of Wilhad given birth to industry, enterprize and citizens of this place and Troy. It is obviming ton last week, beginning on Thursday.

The attendance of stockholders was unusuperseverance, as they would have improved time, on this route to afford two railroads ally full. That portion of the stock held by

"STAND TOGETHER," says the editor of the al and manufacturing resources, and have price, which two will insure, the travel will Petersburg, Va. Republican. It is amusing kept her at the head of the list of these Uni-soon be more than doubled. As a means of to read the remarks of the Republican.—ted States, instead of putting her upon the reducing the exorbitant charges demanded on When he happens to agree with the domin- "sliding scale" from which her "statesmen" ant party of the legislature—as in political will never lift her, though a little common and a U. S. senator," all of which offices he tion, backed by a proper encouragement to as the great route of travel through the state, "presumes will be filled by democrats," he and just appreciation of, those who are relies upon party-but when he contemplates neither afraid nor ashamed to labor, would act upon their own judgment in matters of to construct a railroad from Lynchburgh to build the new road in the best manner, so that high import to Virginia, he seems to think it the mouth of the Kenawha or Guyandotte, it will have the decided preference of travelit is time for "party men to forget and des- by the most feasible route, with the privilege lers over the old one, and be also adapted for of extending it to Richmond, when that part the transportation of freight, which the pre-"If there ever was a time for the man who between the present termination of the canal sent one is not." truly and honestly loves his state and all her and the Ohio shall be completed; and take to the task of performing fearlessly his whole thirds shall have been taken by responsible warrant the complaints so frequently made against parties; and then let the Baltimore and Ohio some of the railroad companies. A wide contrast railroad company have the right of way to we should soon see industry encouraged, agriculture improved, mining and manufacturing extended and "old Virginia" would soon says the Democrat, have become subjects of

# Rival Lines of Railroad.

The Utica Gazette, of 24th Nov., has the followbetween Schenectady and Utica. Such is the natural consequence of "high fares and low speed for passengers" on such a thoroughfare as that along lic dissatisfaction, and perhaps call for legisthe Mohawk valley. Two dollars, or at most \$2 50, with an average of twenty-five miles an hour, bey animosities must be buried. Every man tween Buffalo and Albany, would give much greatas we think, to the shareholders. We coincide fully with Mr. Hudson, the English railway king, and benefit themselves." "Promote your own interests, but carry with you the interest of all whom it affects." "Do good to yourselves, but take others along with you in your prosperity, instead of thriving at their expense." This is the true policy for all to pursue-and it is the only policy for the managers of railroads to pursue if they would be prosperous and carry with them the approbation of an enlightened community.

Thirteen miles an hour, on such a line, is not enough, and four cents a mile is too much-and these errors must be corrected, or the people will have another railroad; whereas, we think reduced rates of We agree most cordially with the editor, fare, and increased speed, in accordance with the that it is the duty of all to unite, stand, work "spirit of the age in which we live," would prevent a rival line. The editor of the Gazette says:

" Another Railroad to Schenectady .- Our

the present railroad, this project is a matter of interest to every inhabitant of this section, not only as personal advantage to him in travelling, but as the means of continuing this which the present high fares and the reduction on other routes have materially tended to transfer.

"We understand that it is contemplated to

Rates of Fare-Comparative Statement.-The following comparative statement of rates of fare and speed on several different railroads would seem to here, between the charges on these roads-some of them must derive very large, or others very small profits. We shall refer again to this subject soon:

"The exorbitant rates of fare, time of running, and general management of the railroads between Rochester and Schenectady, public complaint, the justice of which may be seen by a comparison, in those particulars, with several other roads on our main routes. The following statement and comparison is believed to be nearly accurate, and exhibits a contrast which would seem to justify the pub-

lative or other redress	:					
	Miles.	Time.		7 Fare.		
Long Island railroad	96	3 1	nrs.			cts
Providence to Boston	40	11	66	1	00	66
Boston and Portland	115	5	66	3	00	66
Albany and Boston	205	12	66	5	00	66
Schenectady to	1-			-1		
Greenbush via Troy	28	.1	"		50	66
Baltimore and Phil.	.96	51	66	2	00	"
Roch. to Canandaigus	a 29	21	46	1	13	"
" Auburn	77	5	66	3	00	66
" Syracuse	100	7	"	4	00	66
" Utica	152	12	"	6	00	"
" Schenectady	228	18	"	9	00	"

These roads enjoy an entire monopoly they are accumulating large surplus funds and the public have a right to know why they run at half the speed, and charge double the fare of other roads."

Wilmington and Raleigh Railroad Co.

The following report is taken from the Wilmington Chronicle of the 19th ult. It is the only account of this road that has reached us in a long time-except in the shape of complaints of its management-and, though it is not as favorable as we eaders have doubtless observed that notice could wish, yet we hope to hear that it is doing bethas been given of an application to the next ter. The "Old North State" must do more than she

The tenth annual meeting of the stockher soil, and developed her boundless miner handsome profits, and with the reduction of the state of North Carolina, was represented

by governor Graham, as ex officio chairman of the board of internal improvements. The other members of the board, Col, Calwallader Jones and Dr. F. J. Hill, were also pre-

Dr. F. J. Hill, of Brunswick, was chosen chairman of the meeting, and Jas. Griswold, of Wayne, and Thomas Loring, of Wake, secretaries.

On the first day of the meeting, the president of the corporation, gov. Dudley, submitted on behalf of the directory a report of their operations and the affairs of the road for the year ending October 1st. The committee appointed at the previous annual meeting to examine the books and accounts of the company, consisting of Alexander McRae, James Griswold, and Wm. S. Baker, also made a report of a statistical character. They found everything correct.

From these reports we extract some particulars of general interest.

85,000 00

30,000 00

1,698 65

5,966 43

778 75 3,294 00

10,640 49

7,713 55

Liabilities of the company on the 1st of October, 1845, \$658,376 10, viz: For bonds sold in England, bearing 5 \$222,666 67 250,000 00 not bearing interest. " Scrip bonds payable to contractors Oct. 1845.... For balance of accounts due sundry individuals for materials, labor, etc., of which \$5,067 72 bears interest at

23 526 29 6 per cent..... \$658,376 10 Amount of receipts from railroad from all sources for the year ending 1st 

Profits of railroad.... 39,675 56 Amount, of receiets from steamboats from all sources for the year ending 1st Oct, 1845,.....127,009 34 Expenditure of do. far do.. 90,285 65 Profits of steamboats..... 36,723 69 Total amount of profits of railroad

and boats.... 76,399 25 Reduction of the liabilities of the com-31,632 03 44,311 63 3,166 27 3,449 81

Comparative monthly receipts and expenditures for the years 1841, 1842, 1843, 1844 and 1845.

Av. monthly.

Receipts.

Expenses.
Railroad, 1841...13,552 34....1,0948 76

" 1842...10,736 60....8,818 85

" 1843...10,175 73....5,848 01

" 1844...13,225 45....10,970 51

" 1845...13,457 01....10,150 46

Steamb'ts, 1841...11,216 69....9,213 85

" 1842...8,496 71....7,825 93

" 1843...8,672 02...6,499 17

Mobile.

1844....10,902 37..... 1845 .... 10,584 11 ....

The above table shows that the receipts on the road alone were greater during the year 1845 than either of the four preceding except 1841. In 1841 the fare through the line was \$20; it is now, and was during the whole of the year ending Oct. 1st, \$12; so that the exhibit proves an increase of travel and freight transportation on the road, mostly travel, of upwards of sixty per cent. over 1841.

Gov. Dudley was desirous (for reasons of presidentship of the company, and tendered his resignation of the same. He was prevailed upon however to serve another year, and was re-elected. P. K. Dickinson, Samuel Potter, John Hill, James T. Miller, O. G. Parsley and Gilbert Potter, all of Wilmington, were chosen directors on the part of the stockholders, and James S. Battle, of Edgecombe, James Griswold, of Wayne, Edward P. Hall, and A. J. De Rosset, Jr., of Wildirectors on the part of the State.

Central, Georgia Railroad, Extension.

We find, in the Macon Messenger of Nov. 6th, the proceedings of a meeting of the shareholders of this company in relation to its extension to Columbus. The report of the president speaks of two routes having been examined, one from Macon, at or near the present termination of the road, and the other from Barnesville, on the Monroe railroad, about 40 miles beyond Macon; but the preference is given to the former, though it will require the construction of a greater length of road, by about 25 miles, yet the distance by the latter will be about 15 miles greater.

The president said:

"That this board, in the month of May last, instructed the engineer of this company, Mr. Reynolds, to make such an examination of the country between Macon and Columbus, as would enable the board to determine by what route the Chattahoochee river could be reached, by a railroad, from the Ocmulgee, at the lowest cost. The board did not feel authorized, or consider it necessary, to go to any considerable expense in making this examination, if a mere reconnoisance of the country would enable them to form a proper judgement."

Our object being to lay before our readers the information furnished by the engineer in relation to, rather than the reasoning of the directors for, their choice between the routes, we give the report of the engineer only, yet the opinions expressed in the following paragraph taken from the president's report, accord so entirely with our own that we give erly direction, crossing Tobasafkee creek; them a place in the Journal in the hope that thence across Icheconno creek, following the they may have influence with those who think one of its branches, called, Deep creek, and extension which ever route may be adopted, the summit between the Icheconno and Flint will form a part of the line frem Savannah to river. We then descend to the valley of the

Mr. Cuyler, the president, says, that:

"If the connection be directly with the Central railroad at or near its depot in Macon, the increase of business on the Central road from points above Macon, carried on without the cost of transferring loads from one set of cars to another, will enable its directors, and make it their interest, to place freights at a point much lower than could possibly be done on a line which would termioate at the Monroe depot, and begin again at the Central dea private nature,) of withdrawing from the pot; and such reduction would necessarily be not only on goods brought from points beyond Macon, but also from Macon and along the entire line of road. The unlading and lading of cars and drayage of loads for a mile, is a matter of heavy expense imposed on goods and produce, highly injurious to the people at large, and generally, not subserving any interest, unless it be the interest of dray owners who haul for hire. That interest is comparatively small, and even without a railroad mington, were by Gov. Graham appointed connection, could, it is obvious, be destroyed, if railroad companies, which connect alone be such a portage, should determine to take it into their own hands. Portage between the termini of railroads tends to increase the charge to travellers and freighters, and more money is lost by the people of a town who travel and transact its commercial business, where a porterage is insisted on, than can be gained by the inhabitants, of whatever occupation, by keeping it up."

The annexed report of Mr. Reynolds enables us to form an idea of the country through which he passed. This extension is of much importance to the Central road-and we can appreciate the motives of the company in selecting the lower route for a connection with Alabama. They thereby command the business of the finest cotton region of the state, and what is of importance, avoid connection with another road, or keep the entire man-

agement in their own hands.

Engineer's Office, C. R. R. Savannah, Oct. 15, 1845.

R. R. Cuyler, Esq., President:
Sir: By your direction I made a reconnoisance of the country between the cities of Macon and Columbus, in May last, with a view of ascertaining whether a favorable line for a railroad existed between those two cities. As this examination was made rather curso-rily, I cannot speak definately as to the distance, cost, or exact location of a railroad route between these points, but I can say, with confidence, that a favorable line may be established, and I have no doubt the distance will fall short of one hundred miles; my observations led me to believe that the following would be the most practicable route, viz:

Leaving the city of Macon in a soutwestpursuing the valley of this creek we reach Flint by a small stream, called Beaver creek,

elaggee creek, about 10 miles below the if any less. I am very respectfully, your connection between the internal improvements of the state of Pennsylvania and the of the Patchelaggee and ascend to the summit between Flint and Chattahoochee rivers; here the branches of the Patchelaggee interlock with those of the Upotoy, which-empties ter of the report of the president and directors tant object. into the Chattahoochee a few miles below be referred back to the board of directors, Columbus. We therefore follow the valley with a request that they will take such furof this creek until we gain the valley of the ther action, in relation to procuring the prop-Chattahoochee, and then take the low grounds er amendments to the charter, or effecting the up to the city.

That portion of the route between the city of Macon and the Flint river will afford a very favorable line, with a wide choice of Secretary. ground; and for a considerable distance beyond the Flint, a good location may be made.

From the summit to the Chattahoocheesome 20 miles—the country is hilly and broken, and will require a careful instrumental examination to select a good line. The toagine the difficulties of constructing a road would not be greater.

There is a great abundance of pine timber of the best quality throughout the whole distance; and as the lands are for the most part in the list of those formally called upon to of little value for cultivation I have no doubt do so-possibly from the fact that the Journal ble terms. It has been suggested to me that a route might be found, lower down the country, which would not be less favorable, and would come nearer the rich cotton lands of that we cannot omit the opportunity of saying Bradford, Lycoming, Columbia, Northumthe lower counties. I cannot give an opinion a good word in favor of it; and as our hand berland and other counties in Pennsylvania, on this point, but think it worthy of a careis in, we desire to say, that the spirit maniElmira on the first Wednesday in December ful examination.

cost of the proposed work, without further data. This would of course depend much upon the character of the road structure and serving of imitation in other states. kind of rail adopted, and the state of the iron more connections the better-remove, not immarket at the time.

I do not think, however, that I hazard much in assuming that one million of dollars similar to that in use on the Georgia and own route, and thus encourage them, not at- ander S. Diven, were appointed such com-State road, which I consider the best pattern tempt to compel them, to patronize you. for a rail of that weight (say 40 lbs. to the yard.) With a rail of this kind, and a strong and its vicinity, held at the Eagle tavern, on superstructure, the distance between Macon the 13th Nov., 1845, pursuant to public no and Columbus could, if desirable, be run in tice, to take measures to further and secure 4 hours with passenger trains-in 5, with the speedy construction of the Elmira and perfect ease.

nesville; I had very little opportunity of ex- and Erie railroad and the city of Philadelphia. amination, as I passed over the stage road.-I am, however, well satisfied that the topo- and W. Maxwell appointed secretary. graphy is not so favorable for the construction "The object of the meeting having been graphy is not so favorable for the construction of a railroad as that between Macon and Co-briefly stated, it was

tween Thomaston and Barnesville that would the sense of the meeting, whereupon Judge ing the most direct line from Boston and Alafford a very favorable location, at a moder- Dunn, Judge Rood, Sheriff Judson, Dr. Hart bany, in connection with the contemplated ate cost; but for the remainder of the dis- and Dr. Hepburn, were appointed such comtance, much heavy work would be unavoid-mittee. able in grading, with probably a very crook-

The distance would be about 20 miles less imously adopted:

L. O. REYNOLDS, Engineer. The report was received by the meeting.

objects contemplated, as they may think best. ferred to. Therefore, The meeting then adjourned.

Railroad Meeting at Elmira.

The annexed proceedings of a meeting held at Elmira, N. Y., on the 13th Novempography of this section much resembles that devoted some attention, to wit: the opening over which the Central road passes between of an easy communication between the intethe Oconee and Ocmulgee rivers, and I im- rior of this state and Harrisburg and Baltimore, as well as Williamsport and Philadel-the judgment of this meeting no work of pubphia, that we "take the responsibility" of lic improvement of the same magnitude has publishing them, though not exactly included been proposed, which promises greater public the right of way could be obtained on favora- has too recently engaged in the cause to be known so far from home. The object in view mung, Tioga, Tompkins, Yates, Seneca and is so eminently deserving of early attention Ontario, in this state, and of the counties of fested by the people of these two great states next, at 10 o'clock A.M., of that day, to adopt I do not like to hazard an estimate of the at this time in favor of the connection of their efficient measures to insure the speedy acpublic works is truly commendable and de-complishment of the connection. pose, restrictions upon a free intercourse in ing and extending the charter of the Elmira any and every direction. Open the lines for and Williamsport railroad company, wheretravel, and then leave people to choose their upon Hiram Gray, James Dunn and Alex-

"At a meeting of the citizens of Elmira Williamsport railroad, with a view to a con-On my return from Columbus, I passed tinuous connection by railroad, by the way over the country between that city and Bar-of the west branch, between the New York

"Simeon Benjamin was called to the chair,

"Resolved, That a committee of five be

"The committee reported the following preamble and resolutions, which were unan-

and cross the river near the mouth of Patch- agine the cost of the road would not be much, been called to the importance of a speedy railroads and canals of New York, and large public meetings have been held at Williams-It was then Resolved, That the subject mat- port and other places to promote the impor-

"And, Whereas, various routes for a railroad from some points in this state to Williamsport in Pennsylvania have been proposed and considered in the meetings above re-

"Resolved, That we are in favor of the Joseph Day, Chairman, Charles Cotton, proposed connection at such point, and upon such route as will best subserve the public interest; and that the route from the head of the Seneca lake, through the village of Elmira to the present termination of the Williamsport and Elmira railroad, at Ralston, is ber, refer so directly to a subject in which we the most practicable route, will be attended take a deep interest, and to which we have with the least expense, and be the most im-

> time to urge the speedy completion of the Williamsport and Elmira railroad—that in benefit, or a richer return for the investment

of capital.

" Resolved, That this meeting recommend a general convention of the citizens of Che-

"Resolved, That a committee of three be appointed to take the necessary steps to obtain from the legislature of this state, an act renew-

On motion, Resolved, That a committee of correspondence, consisting of five persons, be appointed, whereupon Dr. James Hepburn, A. S. Diven, William Maxwell, Samuel B. Strang and Isaac Baldwin, were appointed such committee.

S. Benjamin, Chairman. W. Maxwell, Secretary.

# Railroad Meeting at Albion.

A large and respectable meeting was recently held at Albion, Orleans county, New York, for the purpose of taking into consideration the propriety of extending the railroad There is a portion of the distance, viz: be-appointed to draft resolutions, expressive of from Lockport to Rochester, and thus openrailroad in Canada West, from the Niagara river, to Windsor, near Detroit. The following officers were appointed, viz:

"President-Hon. Alexis Ward, of Albion. than the route direct from Macon, but I im- "Whereas, public attention has recently "Vice Presidents-Hon. T. J. Paterson, Dr. D. Carpenter, of Brockport.
"Secretaries—Sandford E. Church, of Al-

bion; Botsford Fairman, of Medina.

" Dr. L. C. Paine, of Albion, briefly stated the objects of the convention and the meaobjects into effect.

"N. Davis, Jr., Esq., from the committee on resolutions, reported the following among

others:

"Whereas, the Lockport and Niagara falls railroad company have been authorized by law to extend their road from Lockport to Rochester, and whereas the company have resolved that such extension shall be made by the direct route between those two points leading through Orleans county,

"Therefore, Resolved, That it is the sense company and of the several villages on the line of the canal as well as of the adjoining country, demand that the canal route should be adopted as the location of the road."

We omit most of the proceedings, but can not omit the following, as it is the spirit of the people in every part of the country. The people have "resolved that we will not consent that our neighbors should travel forty miles an hour, and we in a line boat, nor that our wheat, from lack of facilities, should reach the market behind that of Michigan and Ohio."

That is the spirit to which we alluded, when we said that the completion of the Baltimore and Ohio railroad to Parkersburg would insure the construction of their main line from Guyandotte to Richmond. "We will not consent for others to travel 40 miles an hour, and we in a line boat." That is the spirit which is to build many a railroad in this country.

from Lockport to the city of Rochester, inclusive, on the 6th day of November, 1845, pursuant to notice, and in accordance with a call from a committee appointed at a former meeting, the Hon. Alfred Babcock was appointed president, and Gen. Abner Hubbard, of Murray, and Wm. W. Ruggles, Esq., of Gaines, secretaries.

measures as might be deemed expedient for appropriate remarks being made by him, he plete the railroad communication from the closed by introducing to the convention C. B. Gennessee river to the falls of Niagara—in Gen. Whitney, of Niagara Falls, Lot Clark, Stuart, Esq., of Rochester, the engineer of connection with this railroad, a railroad and Esq., of Lockport, C. B. Stuart, Esq., of in a very able and lucid manner; showing from thence through Canada, a railtoad to the importance of the road, by connecting the Great Western railway, through Canada Resolved, That in the opinion of this mee Secretary.

or of transportation.

"The convention was addressed by Hon. if there is a direct route. H. Gardiner, of Lockport; Hon. A. Ward, Resolved, That, should the great Western of Albion; and Hon. L. Clark, of Lockport, railroad from Detroit through Canada, termihis appeal."

Here are rival lines. This is one of the of this meeting that the best interests of the progress of meritorious works. The "Ridge ton railroad will take him to Queenston, and road" formerly had several flourishing villocation of the canal a short distance south, upon which new villages sprung up. A railroad along the "Ridge" would in some measure restore the old villages. Hence the rivalry. Both are so feasible, that the question may turn upon the superior influence of ing, is not to be doubted: and if built will day to give unto those who have an abun interest than the falls; an accommodation to dance, and withhold from those who have not. The gentlemen of the "Ridge" must therefore be moving if they also do not intend to go on " a line boat."

Railroad Meetings

The following notice of the proceedings of a meeport "Democrat." It is a movement in the right spot. Let them persevere.

ara Falls, on the evening of the 10th instant, bridge. A convention was also held at Gaines, Hon. Augustus Porter was called to the chair,

pointed to draft resolutions for the considera-their support and patronage. tion of the meeting

men: S. De Veaux, G. W. Holley, P. Whitney, A. H. Porter, and E. P. Graves.

were unanimously adopted:

"The object of the convention being stated the efforts now making to forward three of the pletion. by W. W. Ruggles, which was to adopt such greatest enterprizes in the way of public improvement that have as yet been entered upon lowing committee to confer with gentlemen prosecuting the construction of the railroad in this country—the formation of a railroad in Canada relative to the bridge across the from Niagara falls to Rochester, and some from Rochester to Lockport, which will comthe company, who addressed the convention carriage bridge across the Niagara river, and Rochester.

of Rochester; Wm. Parmelee, Esq., of Lock- West, from the Niagara river to Detroit river, ting, the stock of the railroad to Rochester port; Wm. S. Fenn, Esq., of Middleport; with the Auburn and Rochester railroad at must prove a profitable investment, that the Rochester; thus perfecting the last important pleasure travel during the summer season to link, on a direct line, to the great chain of the falls of Niagara constitutes the very best railways from the Atlantic, at Boston, to lake portions of the business of the railroads west Michigan. He also presented, in an impres- of Albany; and the railroad from Rochester sive and convincing manner, the superiority to this place cannot fail of securing a large sures proposed to be adopted to carry these of railroads over every other mode of travel share of that business. People when visiting the falls will go no round-about way to them,

Mr Clark, in a masterly manner, addressed nate at the falls of Niagara, it will evidently the farming interest, which was largely resubserve a greater number of interests, as well presented by a numerous attendance of the as afford a larger accommodation to the publandholders along the line of the Ridge road, lic than any other terminus that has been who will respond in a spirit of liberality to spoken of. 1st. the traveller will secure a view of the attractive scenery of this country -when at the falls, he will be at a point from difficulties which will often interfere with the whence various routes diverge. The Queensto the steamboats upon lake Ontario, to Chippeway, and from thence the steamboats to Buflages at intervals, some of which, and per-falo-or crossing the Niagara, he will have haps most of them, were depopulated by the his choice by railroad to Buffalo, and on eastward-by railroad to Lewiston and thence by steamboat, or direct through Lockport by railroad, to the city of Rochester.

Resolved, That the practicability of a bridge across the Niagara river at some point between old fort Schlosser and Lewiston landthe canal route—it being the custom of the form an object of curiousity of not much less the inhabitants and to travellers, and a source of profit to the owners.

Resolved, That we consider the location of a bridge across the Niagara river, a subject to be decided by those who build it, or the owners of the stock; and that it is inexpedient to distract the public mind with any question ting held at Niagara Falls is taken from the Lock- in reference to such location; but we will cordially unite with our fellow citizens on this side, and our neighbors in Canada, in en-At a public meeting held pursuant to notice, deavoring to obtain charters from the respecat the Cataract House, in the village of Niag-tive governments for a company to build such

Resolved, That we highly approve these composed of delegates from the several towns and H. W. Clark appointed secretary.

and villages along the line of the Ridge road,

After some appropriate remarks, Maj. C. B. encourage them, and recommend them to our proposed improvements, and will promote and Stuart moved that a committee of five be ap-fellow citizens as enterprizes truly worthy of

The meeeting was then ably and eloquent-The chair appointed the following gentle-en: S. De Veaux, G. W. Holley, P. Whit-port, and G. W. Holley, Esq., of Niagara falls, showing conclusively the vast advanta-Judge De Veaux from the committee on ges that would accrue not only to the village resolutions, reported the following, which of Niagara, but to the business and travelling public throughout the globe, should these im-Resolved, That we view with deep interest provements be carried to an immediate com-

Upon motion, the chair appointed the fol-

Upon motion adjourned.

Augustus Porter, Chairman; H. W. Clark,

### TRAVELLERS' RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT.

List of Railroads Now Open on the Continent, and the Fares.

The Fares are in the Coins of each Country, and reduced into English Currency: the thalers and silbgros; g. guilders, kreutzers and cents; fr. francs and centimes.

FROM	MILES	DESTINATION.	FIRST	CLASS.	SECOND	CLASS.
				8. D.		s. D.
Aix-la-Chapelle	43	Cologneth.	2	6 0	1 15	4 6
Amsterdam	25	Utrechtg.	1 80	3 0	1 40	2 4
Amsterdam		Arnhem				
Antwerp	28	Brusselsfr.	3 25	2 7	2 50	2 0
Antwerp	150	Cologne fr.	21	16 10	, 16	12 10
Antwerp	96	Lille				
Antwerp	107	Aix-la-Chapelle.fr.	13 50	10 10	10 50	8 5
Augsburg	39	Munichg.	3	6 0	2 12	4 5
Basel	86	Strasburgfr.	13 95	11 2	10 60	8 6
Berlin	200	Dresden				
Berlin	53	Frankfort on O.th.	2 10		1 15	4 6
Berlin	140	Leipzigth.	5 15			11 0
Berlin	128	Magdeburgth.	4 20		-3 5	9 6
Berlin	18	Potsdamth.	20	2 0	15	1 6
Berlin	90	Stettin				
Bonn	16	Cologneth.	15		10	1 0
Breslau	53	Oppelnth.	2 16	7 8	1 18	4 10
Brunswick	44	Hanoverth.	20		18	1 10
Brussels	142	Colognefr.	20 50	16 5		12 5
Brussels	59	Valenciennes fr.	6	4 10	4 75	3 10
Budweis	64	Lintzg.	3	5 0	2	3, 4
Carlsruhe	21	Badeng.	1 30	2 6	1	1 8
Carlsruhe	48	Offenbourgg.	3 18	5 6	2 12	3 8
Dresden	60	Leipzigth.	2 8	6 10	1 8	3 10
Dresden	134	Magdeburg				
Dusseldorf	18	Elberfeldth.	25	2 6	18	1 10
Frankfort O.M.	21	Mainzg.	2 6		1 27	2 5
Frankfort O.M.	26	Wiesbadeng.	2 42		1 48	3 0
Hague	47	Amsterdamg.	3 65		2 45	4 1
Hiedelberg	14	Mannheimg.	51		30	0 10
Leipzig	33	Altenburgth.	1 12	4 3	26	2 8
Mannheim	73	Badeng.	5 6	8 7	3 30	5 10
Mannheim	52	Carlsruheg.	3 18		2 12	3 8
Mannheim	93	Kehlg.	6 45	11 3	4 30	7 .6
Mannheim	100	Offenbourgg.	6 33		4 24	7 4
Ostend	92	Antwerpfr.	9 25	7 5	7	5 7
Ostend	89	Brusselsfr.	9 25	7 5	7	5 7
Ostend	169	Aix-la-Chapelle.fr.	19 50	15 7	15 25 1	12 2
Ostend	212	Colognefr.	27	21 7	20 75 1	16 7
Paris	18	Corbeilfr.	3	2 5	2 40	1 11
Paris	75	Orleansfr.	15	12 0	12 60	10 1
Paris	84	Rouenfr.		12 10	13	10 6
Paris	5	St. Cloud fr.	80	0 8	60	0 6
Paris	12	St. Germain fr.	2	1 7	1 50	1 3
Paris	12	Versailles fr.	2	1 7		1 3
Rouen	84	Parisfr.	16	12 10		10 6
Vienna	40	. Glognitzg.	3 29		2 30	5 0
Vienna	120	Gratz	1			
Vienna	132	Ollmutzg.	11 12	23 5	7	14 0

ξ	An Alphabetical list of from London, to which	the <b>Distances</b> , in Englisher added, those between som	h miles, of the Principal Towns ne of the Continental Towns.
5			44 Moscow1396
>	Aix-la-Chapelle 3	30 Frieburg 7	39 Naples 1450
2	Amsterdam 2	18 Gand 1	77 Neurenburg, from
Κ	Arnhem 2	70 Geneva10	80 Frankfort O.M., 126
15	Baden-Baden 6	60 Gratz, fm. Vienna 1	20 Neurenbg, f. Leipzig 159
2	Basel 7	80 Hague 2	212 Offenburg 698
1	Berlin 6	14 Havre, by Brighton. 1	137 Prague, fm. Vienna. 196
K		75 " by Southampton 1	
15			689 fort O.M 290
15			84 Prague, fm. Dresden. 94
K			240 Paris, by Brighton 241
S	Bordeaux, fm. Paris. 3	46 Leipzig, fm. Frank-	Paris, by Southamp. 340
15			210 Rome
15	Breslau, fm. Dresden 1	54 Liege	300 Rouen, by Southamp. 256
K	Brussels 2	50 Lyons, im. Paris	290 Stuttgardt 678
15	Carisraue	25 Mainz	517 Schaffhausen 790 571 St. Petersbg, f. Berlin. 1060
5	Cohlenz	SO Milan	042 Strasbourg, fm. Paris 285
Κ	Cologne	Milan fm Venice	200 Trieste, fm. Venice 319
S	Constance 8	Magdebro f Hambo	157 Utretcht 230
5			74 Vienna, from Frank-
1		94 Magdebg, f. Dresden, 1	134 fort O.m 437
5	Dusseldorf 3	68 Marseilles, fm. Paris 6	000 Vienna fm. Trieste., 319
5	Elberfeld 3	88 Munich, fm. Frank-	Venice, fm. Milan., 200
5	Emmerich 3	00 fort, O.M 9	Venice, fm. Milan 200 Wiesbaden 520
3	Florence11	60 Munich, fm. Vienna. 2	276 Zurich 830
5			
7	The direct Fares ire	m London are at the	following reduced rates.

Via ANTWERP & Via OSTEND and from COLOGNE. from COLOGNE. From LONDON. ROTTERDAM. Out, or Single Journey. Out, or Single Journey, Exclusive of Railroad Fares. To the following places. Chief cabin | Fore cabin Chief cabin Fore cabin Chief cabin | Fore cabin £ 1 1 £ s. D. £ s. D. £ s. D. £ s. 2 16 D. 6 s. D. 18 11 £ s. D. Dusseldorf 19 10 0 6 2 4 2 10 18 Cologne ... :00000000 1 11 1 16 1 17 2 1 2 3 2 3 2 3 2 7 19 3 4 222 389 860 Bonn... 32695064 578 5 2 Neuweid. Coblence. 0 3 15 15 17 18 19 18 11 1 16 2 17 0 1 9 3 2 3 9 3 5 7 6 11 5 5 6 9 4 10 13 Bingen... Bieberich. 10 2222 93056 3 11 3 11 3 11 3 15 10 11 Wiesbaden Mayence. Mannheim 946 6 16 15 58 8 2 19

Children under 10 years of age, half price; for dogs, half the price of fore cabin is charged; on carriages, and horses booked in London direct for the Rhine, a considerable reduction is also made.

Agents--General Steam Navigation Company. Rollerdam,

Van Es Cologne, J. Simonis.
Aix-la-Chapelle, J. A. Mayer.
Spa, Dommartin. Antwerp, C. Brequigny. Ostend, St. Amour. Gand, I. Van Aken.

W. Smith, and Mr. P. A.

Brussels, W. Middleton.

Paris, F. Spiers.

Havre, P. Albrecht.

Rouen, Company's Office.

Dieppe, D. L. Chapman.

Bruggne, W. Hughes, Dellatre.

Calais, A. Spiers.

Hamburg, G. Delaval.

In the month of October the Housatonic road received \$15,637, an increase of 30 per cent. on that month of last year. The old debts are paying off, and its new rail is laying down, so that a portion will be in readiness for winter service, and a safe line of transit from New York to Albany via Western railroad.

THE SUBSCRIBER, EDITOR AND PUBlisher of the Miners' Journal for the last sixteen lisher of the Miners' Journal for the last sixteen years, has been engaged, for the last year in collecting the materials for a work, for which he has secured the copy right, in the following words:—"A history of the Anthracite Coal Trade of Schuylkill and the adjoining Counties, Geological and Statistical, accompanied with Maps of the different Regions, the Improvements, Investments, Capacity, etc., embracing a complete and authentic history to the present time, to which will be appended a Synopsis of the Iron Trade."

It is our intention to embrace everything of intention

It is our intention to embrace everything of interest in the work, connected with the trade, up to the beginning of the year 1846, prepared and arranged with a view of continuing the publication, at periods of five or ten years, with such additions as the

increased trade will warrant. These branches of tradelhave assumed an importance which will wartradeshave assumed an importance which will warrant such a publication; and he feels confident, that with the proflered aid of several gentlemen and the statistics already in his possession, he will furnish the public with a work, which, if not one of the most interesting in its details, it will be of great value to those engaged and interested in these branches of business. ches of business

As soon as the Maps, etc. are prepared, and some idea can be formed of the probable expense of publishing the work, proposals will be issued for the same. All the tracts of Coal land will be designated on the Map of the Schuylkill Coal Region, which will accompany the work.

Pottsville, Nov. 13, 1845. BENJ. BANNAN.

Polisville, Nov. 13, 1845. BENJ. BANNAN.

TEW YORK AND ERIE RAILROAD
Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50 Wall street, on or before Wednesday, the 10th day of December next. By order of the board of Directors. NATHANIEL MARSH, Secretary. New York November 5, 4845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring. Esq.

quested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

RAILROAD IRON.—THE "MONTOUR Iron Company," Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO.,

Agents. Corner of Cedar and Greenwich Sts. 43 ly VESTERN AND ATLANTIC RAIL-road. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of Octoberand to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to pledge their property and franchise for the purposes of extending their road from its present termination to the city of Albany, and for other purposes.

Dated Nov. 20th.

Dated Nov. 20th.

Marie .

BOSTON AND MAINE RAILROAD. GEORGIA RAILROAD. FROM AUUpper Route. Boston to Portland via, Charlestown, Somerville, Malden, This Road in connection with Stoneham, South Reading,

Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted.) as follows, viz.

Leave Boston for Portland at 7½ a.m. and 2½ p.m.

Leave Boston for Great Falls at 7½ a.m., 2½ p.m.

Leave Boston for Haverhill at 7½ a.m., 2½ p.m.

24. 3½ and 5 p.m. Leave Portland for Boston at 7½

Passengers \$9 50: children under 12 years of age 24, 34 and 5 p.m. Leave Portland for Boston at 74 a.m., and 3 p.m. Leave Portland for Boston at 74 a.m., and 3 p.m. Leave Great Falls for Boston at 64 a.m., 94 a.m. and 44 p.m. Leave Haverhill for Boston at 64, 84, and 11 a.m., and 64 p.m.

Special Train.—A special train will leave Boston

for Andover at 111 a.m., and Andover for Boston at per mile.

31 p.m.
The Depot in Boston is on Haymarket Square. Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every 2500 additional value. CHAS. MINOT, October 20, 1845. 43 ly Super't.

PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 11 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of, them.
The establishment being large, can execute orders It is with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
j5a3 Albany Iron and Nail Works, Troy, N. Y.

NO IRON MANUFACTURERS. THE
Subscribers as Agents of Mr. Geo. Crane of

Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a ratent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Gelssenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., 1945.

ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles,

undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of east iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

will gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York

POR SALE AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of
smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new,
and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse ""

2 8-horse

1 Upright Hydraulic Press:
All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists Alexandria, D. C. May 12tf

the South Carolina Railroad and the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture Reading, Wilmington, Ballardvale, Andover, North the Western and Atlantic Road now forms a con-Andover, Bradford, Haverhill, Atkinson, Plaistow, tinuous line of Railroad of 360 miles from Charles-

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

EDGAR I HOLLI Ch. Eng. and Gen. Agent. *44 ly Augusta, Oct. 21 1845.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the prin-

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans Specifications and all information obtained

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS,

Reading, Pa TEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 11 in. to 21 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jace Screws; Railroad Pumping and Sawing Ma-Wrot. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and warry effective. ple and economical construction, and very effective fron and Brass Castings of all descripions.t

NO RAILROAD COMPANIES AND MAN L ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, 1345

N. E. cor. 12th and Market sts., Philad., Pa. 31

NORWICH AND WORCESTER RAIL-Road. On and after May 22, 1845, Trains will leave as follows, viz: Accommodation Trains, daily,

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 54 p.m., daily, except

Norwich and New 1011, at a Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and
Boston, daily, except Sunday. Leaves Worcester
for Norwich and New York, at 7½ a.m., daily, except Sunday, and arrives in Norwich at 9½.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than
when paid in the cars.

EMERSON FOOTE,
Superintendent.

Superintendent.

LAWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal for Railroad Turnous.

some time in successful operation on one or many cipal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

The summing off the track is a sit sets immediately under water, and increase solidity for years.

For sale in lots to suit purchasers, in tight paper-ted barrels, by JOHN W. LAWRENCE, 142 Front street, New York.

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REDUCED.

By the Great Southern Mail
Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great complex. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21\$; Baltimore to Weldon \$\frac{1}{2}\$10; Baltimore to Petersburg \$\frac{1}{2}\$750; Baltimore to

Richmond 7.

Fast Mail Line. -Leave New York at 9 a.m. and Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston S. C. at 6 a m. Charleston, S. C. at 6 a.m.

Passengers by the above line will arrive at Rich-Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.-Leave New York at 5 o'-Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.;
arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—
Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and ar
rive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

Poston AND PROVIDENCE RAILroad. Passenger Notice. Winter Arrange ment. On and after Mon-day, Nov. 3, the Passenger

Trains will run as follows:

For New York—night line, via Stonington. Leaves Boston every day, but Sunday, at 41 p.m.

Accommodation trains, leave Boston at 8 a.m. and

3½ p.m., and Providence at 8 a.m. and 3½ p.m. Dedham trains, leave Boston at 9 a.m. 3, 5½ and 10 p.m. Leave Dedham at 8 and 10½ a.m., and 4½ and 7 p.m. Stoughton trains, leave Boston at 12 m. and

4 p.m. Leave Stoughton at 8.20 a.m. and 21 p.m. All baggage at the risk of the owners theneof. N.B. The last train to and from Boston and Ded-

ham, will be omitted in case of a severe snow storm. W. RAYMOND LEE, Sup't. 31 ly

BRANCH RAILROAD and STAGES COnnecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.— Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 71 o'clock, A.M., and 5 o'clock, P.M., through in five foot of Duane street oany, Island, through in five o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 41, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc.

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

This leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

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Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Ington daily, at 8 o'clock a.m., and 2 p.m.

Trains leave Lexington, and 2 p.m.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

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Trains leave Lexington for Lexington, and 2 o'clock a.m., and 2 p.m.

Trains leave Lexington for Lexington, and 2 o'clock a.m., and 2 p.m.

Trains leave Lexington for Lexington and 2 p.m.

Trains leave Lexington for Lexing

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing daria any passenger train.

D. C. H. BORDLEY, Sup't.

31 ly

Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x 1 inch Flat punched Rails, Bars

cost originally \$5000. s20 2m ja46

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the
Great Western Mail leaves Bal-

Cumberland at 8 o'clock, passing Ellicott's Mils, Frederick, Harpers Ferry, Martinsburgh and Hancock, conncting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumand with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Browns-ville and Piusburgh. Time of arrival at both Cum-berland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distan-ees. Fare through to Wheeling \$11 and time about 36 hours, to Piusburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M. WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 51 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13 ly

ENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.

This Road is open for the trans-

Freight. Rates of Passage, \$8 00. Freight—
On weight goods generally... 50 cts. per hundred On measurement goods ..... 13 cts. per cubic ft. On brls. wet (except molasses

...\$1 50 per barrel. ... 80 cts. per barrel.

EXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily,
at 5 o'clock a.m., and 2 p.m.
Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.
On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.
The winter arrangement (after 15th Sentember to

Peter Cooper,
Murdock, Leavirt & Co.
J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.

mond, Va.
J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.
35 1y

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2\frac{1}{2} x \frac{1}{2} inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

BAILROAD IRON AND FIXTURES.
The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.

DAVIS, BROOKS & CO., 30 Wall st., N. York.

NEW YORK AND HARLEM RAIL-Road Company.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Cor-ners, and White Plains—7:30 and 10:30 a.m., and 1 and 3.30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—810, 11-10 a.m., and 1.45, 4.10 p.m.

Leave Tuckahoe for City Hall—8-20, 11-20 a.m., and 1-55, 4-20 p.m.

Leave Williams' Bridge for City Hall—7.45, 8.45, 11.45 a.m. and 12.45, 2.15, 3.45, 4.45, and 5.45 p.m. Leave Morisiana for City Hall—8:10, 9:10, and 10 a.m., and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7:30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.

THE LONDON RAILWAY RECORD,
Edited by Mr. John Robertson, A. M.,
(connected from the commencement with the Weekly Railway press of England.)
The Railway Record is acknowledged to be the

ly Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Railway affairs. way affairs.

Subscriptions 13s, per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca. st. London. Office 153 Fleet street, London. 46

DOSTON COURIER, DAHLY, SEMI—
Weekly and Weekly.
The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements. ces current or advertisements.

Our extions to obtain and publish authentic infor-Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

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TERMS OF ISUSCENTION.

For the Daily Courier, for one year, in advance \$8,00

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JOSEPH T. BUCKINGHAM.

EBIN B. FOSTER.

## AMERICAN RAILROAD JOURNAL,

6 · 1

## AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



#### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 50.1

THURSDAY, DECEMBER 11, 1845.

[WHOLE No. 493, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

N. J. (See Adv.)

NORRIS, BROTHERS, Philadelphia. Pa.

KITE'S Patent Safety Beam. (See Adv.)

FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)

NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)

ROSS WINANS, Baltimore, Md.

CYRUS ALGER & Co., South Boston Iron Com-

pany.
SETH ADAMS, Engineer, South Boston, Mass.
STILLMAN, ALLEN & Co., N. Y.
JAS. P. ALLAIRE, N. Y.
H. R. DUNHAM & Co., N. Y.
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PHENIX FOUNDRY, N. Y.
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ANDREW MENEELY, West Troy. (See Adv.)
JOHN F. STARR, Philadelphia, Pa.
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HINCKLEY & DRURY, Boston.
C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.
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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

#### KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled enger car was broken, but from the par-ticular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, un. til the train, (as was supposed from some circumstances attending the case.) had passed several miles in advance of the place where the accident occurred, whereas nad the car been constructed on the common plan the same kind of acci-

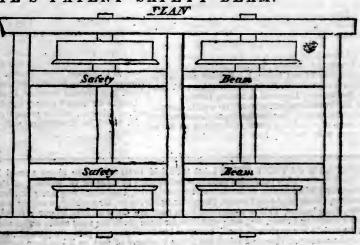
the same kind of acci-dent would unavoidably have much injured it, per-haps thrown the whole train off the track, and serious-ly injured, if not killed many of the passengers. Wilmington, Del., Sept. 28, 1840.

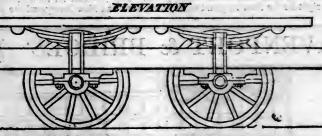
and lives in railroad travelling, and should be used on all rails in the country.

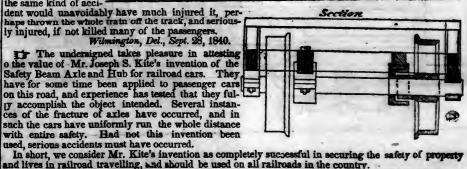
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

The A model of the above improvement is to be seen at the New Jersey railroad and transportable effice, No. 1 Hanover st., N. York.







PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders ad-

last year on both passenger and freight carefully executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

DATENT RAUROAD, SHIP, AND, BOAT.

The form is such that a rotary motion.

is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reason the philadelphia, Pa., April 6, 1844.

** The letters in the figures refer to the article given in the Journal of June, 1844.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

70 THOSE INTERESTED IN

Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. 145.

PATEMT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constandy for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches manutlactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent are found superior to any ever offered in market. Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron all, the railroads now in progress in the United States are fastened with Spikes made at the above name factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by 1 & J. Townsend, Albany, and the principal Iron merchans in Albany and Troy; J. I. Brower, 239 West.

Spikes are kept for sale, at Factory Prices, by 1 & J. Townsend, Albany, and the principal Iron merchans in Albany and Troy; J. I. Brower, 232 West.

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viers, Baltimore; Degrand & Smith, Boston.

**Railroad Companies would do well to forward
the orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitethe orders as early as practicable, as the subscriber
the orders as early as practicable, as the subscriber
the orders as early as practicable, as the subscriber
to this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonatis desirons of extending the manufcturing so as to.

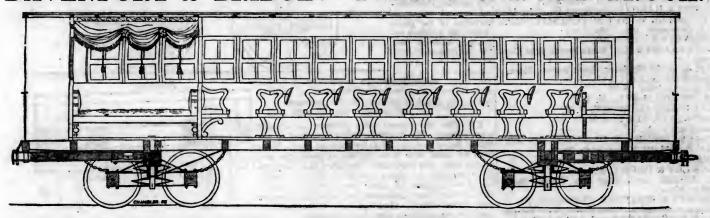
ja45

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentiey, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every lifteen minutes.

4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, sluated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y. THE NEWCASTLE MANUFACTURING

The works being on an extensive scale, all orders will be executed with promptness and despatch.

Communications addressed to Mr. William H.

Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Ap-President of the Newcastle Manuf. Co.

RAILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand A. & G. RALSTON improvements in the construction of rails, mode of improvements in the construction of rails, mode of ENGINES AND BOILERS. guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others in-

plicaitons must be post paid.

TO RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE

#### PASCAL IRON WORKS.

#### WELDED WROUGHT IRON TUBES

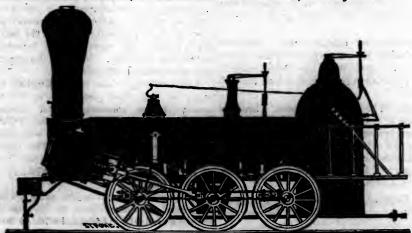
Prom 4 inches to } in calibre and 2 to 12 feet long capable of sustaining pressure from 400 to 2500 lba per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

## NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip-

15 inches Diameter of Cylinder, × 20 inches Stroke. Class × 24 44 44 " " 14 × 20 " 46 44 144 × 20 121 " " " 46 25 " " 66 5, 22 66 23  $\times$  20 111  $\times$  18 104

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
WILLIAM YOUNG,
jy451m
President.

jy451m TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$125 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at TO IRON MASTERS.—FOR SALE.—MILL Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore. W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL V Dam For Sale. A lot of land on Gravelly Point, so called on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the Forge snop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry. Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of

Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two sto-

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co., Chuadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

#### Railway Miscellany.

a cigar in a railway carriage on the Dublin and in the consideration of the bill." Drogheda railway! "Served him right."

The Brighton railway company have offered the post office department to carry a mail every train, between London and Brighton, which would be nearly every hour in the day.

Who will not admit, even if there is "no poetry in railways," the truth of the two last lines in the tend itself to the Black and Caspian seas." following verses?

#### "No Poetry in Railways."

The following beautiful verses appeared a day or two since in the *Morning Chronicle*. They are from the pen of a gentleman till recently connected with the active conduct of that journal, and most favorably known through several literary productions:

No poetry in railways! foolish thought No poetry in railways: 1001sh thought
Of a dull brain, to no fine music wrought,
By mammon dazzled, though the people prize.
The gold alone, yet shall not we despise
The triumphs of our time, or fail to see
Of pregnant mind the fruitful progeny
Ushering the daylight of world's new morn.
Look up we doubters, he no more forlored. Look up, ye doubters, be no more forlorn! Smooth your rough brows, ye little wise: rejoice, Ye who despond: and with exulting voice Salute, ye earnest spirits of our time The young improvement ripening to her prime, Who, in the fullness of her genial youth, Prepares the way for freedom and for truth, And breaks the barriers that, since earth began, Have made mankind a foreigner to man.

Lay down your rails, ye nations, near and far: Yoke your full trains to steam's triumphal car; Link town to town; and in these iron bands Unite the estranged and oft embattled lands. Unite the estranged and oit embattled lands. Peace and improvement round each train shall soar. And knowledge light the ignorance of yore:
Men, joined in amity, shall wonder long
That hate had power to lead their fathers wrong;
Or that false glory lead their hearts astray,
And made it virtuous and sublime to slay.

Blessings on science! When the earth seemed old. When faith grew doting, and the reason cold, 'Twas discovered that the world was young, And taught a language to its lisping tongue:
"Twas she disclosed a future to its view, And made old knowledge pale before the new.

Blessings on science! In her dawning hour Faith hit her brow, alarmed for ancient power; Then looked again upon her face sincere, Held out her hand, and hailed her sister dear; And reason, free as eagle on the wind,
Planed o'er the fallow meadows of the mind,
And, clear of vision, saw what seed would grow
On the hill slopes, or in the vales below; What in the sunny south or nipping nord, And from her talons dropped it as she soared.

Blessings on science, and her handmaid steam!
They make Utopia only hall a dream; And show the fervent of capacious souls, Who watch the ball of progress as it rolls, That all as yet completed, or begun, Is but the dawning that precedes the sun. CHARLES MACKAY.

" The Leviathan Air Engine .- One of the most important announcements of the present week is that the above engine, which has for as a tractive power on the Shrewsbury, Chester, and Crewe junction railway. The enorter, and Crewe junction railway. The enormous power of the machine, and the success of the experiments which are reported to have q is so great, that the type founders are doing 5d. respectively. The numbers conveyed on eminent scientific men, have attracted to the quires have found their way into print, that subject the attention of all Europe. We extend the printers have been thrown out of their pect that the curiosity of the public will be calculations, and the supply is not adequate "The average rate for carriages taken on

in the case of the atmospheric principle of A gentleman was fined 40 shillings for smoking traction, must form an inseparable accident meeting of the Andover canal company, it

> " Railways in Russia.—It is said that the emperor of Russia proposes not only to connect Warsaw by a branch line with the trunk line at present in construction from St. Peters-unanimously agreed to." line at present in construction from St. Petersburg to Moscow, but also to extend it to the Odessa, so that the trade of Poland will ex-

Railway Bubbles .- Punch says, " As many as 17,000 newspapers have been found in the general post office with their covers burst. The reason of the newspapers bursting is accounted for by the fact that they contain so many railway bubbles."

"Railway Gauges.—Sir Frederick Smith and Professors Barlow and Airey, are busily engaged in receiving evidence on the great question of the gauges. It is reported that the evidence on the narrow gauge is completed."

"Railways vs. Canals .- The Aberdeen Herald states that arrangements are in progress for the purchase of the Aberdeenshire canal by the Great North of Scotland railway company."

pleted in America."

Dr. Lardner, in a letter to the Times, deimpossible to cross the Atlantic by steam. dence before parliament on the subject of the ties, and the lowest, 15d., by the Whitby Atlantic question, nor did I ever, either there and Pickering. or elsewhere, make the statement you allude navigation, that the Atlantic was twice trayears ago."

are finding their way into Greece. The Morning Chronicle states that the first meeting of the promoters of the Athenian railway was held recently, when the chief judge of Areopagus (Masson) attended, and in a luthe last twelve months been familiarly spoken minous harangue of encouragement, pledged of as Renagle's air engine, is to be employed his influence with the Greek parliament and king Otho in support of the project."

" Andover Canal .- On Friday last at a was proposed that the offer made by the Manchester and Southampton railway company,

Warsaw and Vienna Railway.-" The great line of railway from Warsaw to Vienna is being carried out with most amazingactivity. In June last the part between War-saw and Grodzisk was opened; on the 21st of September, the section between Grodzisk and Ruda was finished; and in like manner it is expected that the portion between Skine-vire and Lorviez will be completed before the end of the year."

Advantageous Rates for Passengers and Goods on English Railways.—We noticed last week a clever paper, printed for private circulation, on the adaptation of official returns of railway traffic to the general pur-poses of statistical inquiry, from the pen of Mr. Graham, the secretary, we believe, of the Statistical society. We take the opportu-

nity of extracting the following:
"The average rates of 22 English railways for first class passengers, on five half "Coal.—The Wolverhampton Chronicle mentions a rumour that Mr. F. Wrightson, of Birmingham, has been directed by the lords of the admiralty to make an analysis of the different kinds of coal in Great Britain. An inquiry of the same kind has been come of England, and the lowest, 1.87d., by the Durham junction.

"The average rates on the same 22 lines nies that (as generally alleged) he ever said for second class passengers, on the same five before a committee of parliament, that it was returns were 1.915d., 1.955d., 1.876d., 1.902d., 1.957d. On the last return, 10 were above The doctor, who dates from Paris, says: "I the average, and 12 below it. The highest beg to inform you that I never gave any evi- rate, 2.7d., was charged by the Eastern coun-

"The average rates for third class passento, which was contradicted when it first appeared. You will perceive the impossibility same five returns were 1.41d., 1.185d., 1.247d., of my having made such assertion when you 1.204d., 1.251d. On the last return, 5 were remember that it has been well known to all above the average, and 11 below it; the highwho are conversant with the history of steam est rate, 1 6d., was made by the Great North of England, and the lowest, 0.9d., by the versed by the steam ship Savannah, about 20 London and Croydon and the Lancaster and Preston. The Chester and Birkenhead had a fourth class, at the rate 0.33d., which was "Greece.—Railways, proscribed at Rome, discontinued during the period of the second return of the tables.

"As there is but slight variation in the rates for horses and carriages, live stock and coals, over the four returns, an average is ta-ken for the whole period. The average rate for horses, taken on 21 English railways, is 4.14d. Of these, 13 are above the average, and 8 below it. The highest charges were of the experiments which are reported to have q is so great, that the type founders are doing 5d. respectively. The numbers conveyed on been made with it to the satisfaction of many nothing else but casting for it. So many estable lines were, however, very small. The

"The average rate for carriages taken on satisfied by the committee on the Shrewsbury to the demand. If, therefore, gentlemen hapand Crewe junction railway bill, since the pen to find themselves dubbed plain Mr., they power to be employed on a projected line, as will know the reason."

and Birkenhead, not included in the average plan of erecting two piers in the waterway, and it is absurd—it is worse than absurd—to charged 12d. on returns 1 and 2; but had resupporting a centre chain of great span, there say that the large extension of an existing duced the rate to 8d. on 3 and 4. This result is under the supporting a centre chain of great span, there is say that the large extension of an existing duced the rate to 8d. on 3 and 4. This result is under the supporting a centre chain of great span, there is say that the large extension of an existing duced the rate to 8d. on 3 and 4. This result is under the supporting a centre chain of great span, there is say that the large extension of an existing duced the rate to 8d. on 3 and 4. This result is under the supporting a centre chain of great span, there is say that the large extension of an existing duced the rate to 8d. on 3 and 4. This result is under the supporting a centre chain of great span, there is say that the large extension of an existing duced the rate to 8d. on 3 and 4. This result is under the supporting a centre chain of great span, there is no parallel between the two shores, and a great saving to the country. There is no parallel between traffic.

4 below the average. The highest rate, 4d., pense for approaches will be very trifling. fic exists between its termini, or in other was charged by the Birmingham and Glou- On the Middlesex side there is very little to

"The average rate for pigs on 9 English railways is 0.344d. Of these, 4 are above, Gloucester and the London and Southwestern, and the lowest rate, 0.17d., by the Newcastle and Carlisle.

"The above averages having been taken on those lines only of which the returns were perfect during two years, but as they include the most extensive lines, and are located in the works to be executed and for every ne- to the number in one or two weeks. They all parts of England, the averages may be

purposes is, that all the surplus produce of la-bor must be conveyed to its market or locali-the capital engaged in it. According to the ty of consumption. Common roads will soon be superseded, except for very short distances, by railways, as the means of such conveyless than £8,000, being about 9 per cent. ance, and there can be no doubt that a well upon the proposed capital, part of which may digested system of tabulating the traffic of so very probably not be required. The whol large a portion of the produce of the land and tolls will be so much clear profit, as the outof local trade throughout the kingdom,"

The pamphlet is worthy of attention, as

don Railway Record.

Ranelagh Suspension Bridge.—A company has been brought forward for the construction of a bridge across the Thames, from a point between Chelsea hospital and the Groswenor canal, to the Surry shore near the red house, at Battersea. The necessity of such liament may be looked forward to as certain. which will require about fifty thousand tons a structure, as a public work, is now very In conclusion, we must observe that while more. From this statement, our readers can generally admitted, and the distance between Vauxhall and Battersea bridges is very great and includes an immense mass of buildings, and a large population. The commissioners of metropolitan improvements, indeed, in their plans accompanying their report to the house of our readers as may be looking out for a dotted with manufacturing towns and villages of commons, on proposed improvements in solid remunerative and permanent investment. so closely located as to form almost a continuous continuous and permanent investment. of commons, on proposed improvements in this district, have laid down roads, apparently with the express view of leading to a communication with the Surry side of the river, at the point proposed by the promoters of the Ranelagh bridge.

"It has been decreed, as was well said by Mr. Parker, at the Oxford and Wolverhamp-ton meeting on Tuesday, that the people of day to make our own iron.

"The average rate for coals is 1.83d. per masonry, etc., while the two chains will not said that the manufacture of gas could never ton per mile, taken on 22 English railways. be of any considerable length, and consequent answer as a commercial speculation, because "The average rate for the conveyance of ly, as the strain will be less, they may either only a certain number of candles were made cattle on 9 English railways is 153d. Of be made to bear a greater weight, or they and used before gas was invented; or as well these, 3 are above the average and 6 below may be safely constructed with a smaller might it have been said at the time printing it. The highest rate, 2d., was charged by quantity of iron than under the old system. was introduced, that its extension ought to be the Birmingham and Gloucester, and the The arrangement of the structure, although curbed because before its introduction a certowest, 09d., by the Newcastle and Carlisle. very simple and obvious, is, we believe, en-"The average rate for sheep on 9 English tirely novel, and is worthy of the rising rerailways is 0.3d. Of these, 5 are above, and putation of the engineer, Mr. Bird. The exis projected because a certain amount of trafcester, and the lowest, 2d., by the London and be done, and such property as it will be ne- projection of a railway. A railway, in a is vacant, and of comparatively little value, where there was very little traffic before, the and consequently the item of compensations, completion of a railway will cause a traffic and 5 below the average. The highest rate, usually so large in concerns of this nature, unthought of to be established." 05d., was charged by the Birmingham and cannot in any event amount to any considerable sum, especially as all the parties affected Coal on the Line. - In the spring of the preare favorable to the undertaking, on account sent year there were but two anthracite furthe value of all property in the locality.

all parts of England, the averages may be considered fair."

The general scope of the writer's argument is thus stated:

"The basis of the argument for the utility of these tables as applied to general statistical purposes is, that all the surplus produce of lapurposes is, that all the surplus produce of lapurposes is the capital engaged in it. According to the

-Railway Times.

caster and Preston, and the lowest, 4d., by The proposed bridge is intended to be upon this country shall travel by railways. The York and North Midland. The Chester the suspension principle. Instead of the old people have made such a decree themselves will consequently be effected in pile driving, railways and canals. As well might it be

"It does not always follow, that a railway cessary to purchase on either side of the river great measure, creates its own traffic; and

Anthracite Furnaces, etc.—Consumption of of the great increase which it will create in naces in blast between this place and Philathe value of all property in the locality. delphia, Dr. Palmer's, the "Pioneer," on the The capital proposed is £90,000, which is island, and one at Phænixville. There are sufficient to provide amply for the whole of now four in blast, and another will be added cessary expense, particularly as there is no are capable of turning out 275 tons of iron

> At Spring Mill, At Conshehocken, At Phœnixville, 3 At Birdsborough, At Reading, In the coal region,

These furnaces, eleven in number, can labor as must pass through the hands of rail. goings after the completion of the bridge will produce 610 tons per week, or 30,500 tons way companies, would furnish the most imbe very small, and will be met by the dues per year. Heretofore, three tons of coal have portant information on the state and variation arising from a steamboat pier in the centre of been required for the engine and stack, to the river, which forms part of the project. produce a ton of iron, but since the new me-On the development of the traffic under the thod of heating the blast at the tunnel head we trust the first of a valuable series.—Lon-cheap toll system, the produce will probably has been introduced, the quantity of coal amount to a much larger sum.

has been introduced, the quantity of coal used has been reduced to about two and a It is a most important advantage for the half to smelt a ton of iron. These furnaces scheme that it has the approval and support alone will consume seventy-five thousand tons not only of the owners of property affected, of coal per annum. This quartity is inde-hut also of the lords commissioners of Chel-pendent of that which will be required by sea hospital, and in consequence of the safe the rolling mills, steam forges, and other iron the works will be constructed on perfectly form some idea of the increased consumption safe and substantial principles, the capital is that will be required on the line of the canal very small in proportion to the probable di- and railroad—and we venture the prediction vidends to be derived from the undertaking, that those who live twenty years longer, will and we can confidently recommend it to such see the whole extent of these improvements uous town between the coal region and Phi-

		E	NGLISI	H RAIL	ROAD	SHAI	RE-LIS	37.			
		6 7	57	45	1224	ga, in months		d at last			Shate
*		n pounds, be raised	E . E .		1 2 3	E 14	mre	ting.	1	RAILWAYS.	Capital.
	7	00.3	A	le te	E 2 2	EEC.				\$ Aberdeen	600,000
	opened.		Han H	E 2	six mon latest	= X &	Je.	1 2 5	1 3 2	Barnsley Junction	200,000
NAME OF RAILWAY.	9	i, o	ns, in pound i to be raise mortgage.	2 2 2	3 2 2 3	E. a si	share	eent.	share.	Belfast and Ballymena	385,000
	8	otal sums, in the state of the spares.	thonized to no	sums, in poun sded at dates belance sheets	of working	2 C		. 3	1 "	Blackburn and Accrington. 4	400,000
	Neil	Sirie	283	1 2 2 4	0 8 2 4g	a Sad	e	Per p		Birk. and Ches. Junction 1.0	000,000
		24.8	इ.स.	2 7 8	6 2 4 5	B at	<u>A</u>		Paid o	Bolt., Wigan and Liverpool	800,000
n-01-		To and	Tot euth by J	Total expen	Cost of wor pounds for sin as stated in la	Fotal earn pounds, for s as stated in ance sheets.		£ s. d	. 0 >	Caledonian	800,000
Arboath and Forfar	15	102,000	35,000	138,870			0 12 6		0 25 2	Cambridge and Lincoln 1,5	250,000
Birmingham and Gloucester	55	1,187,500	407,336	1,500,806	39,261	53,203	1 50		0 100 10	Chatham and Portsmouth. 5,0	
Brandling Junction	23	161,700	365,470	481,452				4 10	0 50 5	Chester and Wrexham	120,000
Bristol and Gloucester	371	400,000	211,000	657,825				nihil.	30 5		
Chester and Birkenhead	144	750,000	143,170	518,989	5,856	13,148	0 10 0	2 0	0 50 6		000,000
Dublin and Drogheda	31	450,000	150,000	582,254				nihil.	60 11		950,000
Dublin and Kingston	6	200,000	152,200				9 0 0	9 0	0 100 25		250,000
Dundee and Arbroath	164	100,000	49,445	153,416		6,993	1 50		1 201 -		800,000
Durham and Sunderland	18					17,702					270,000
East County and North and East	861	4,443,200	1,341,155	3,931,905	47,385	118,726					
Edinburg and Glasgow	46	1,125,000						5 0			200,000
Glasgow, Paisley and Ayr	51	937,500		1,071,258							600,000
Glasgow, Paisley and Greenock	221	650,000		797.643							160,000
Grand Junction	104	2,478,712		2,503,671		195,080			100 239		600,000
Great North of England	45	969,000		1,307,487		36,189					125,000
Great Western	2214					440,046	4 00		80 215		400,000
Hartlepool			155,540	719,205					100		900,000
Leicester and Swannington						6,317			50		600,000
Liverpool and Manchester	32				64,885	141,252			100214		750,000
Llanelly.	27	200,000	44,000	221,624			1 00		87		000,000
London and Birmingham	2021	6,874,976	,928,845		96,413	456,997			100 245		500,000
London and Blackwall	3+	801,000	266,000	1,768,851		23,870			16 10		200,000
London and Brighton	56	1,935,000		2,637,753		130,156			50 77		300,000
London and Croyden	81	550,000		761,885		10,545		4 0 (		Manchester and Buxton 2	250,000
London and Greenwich				1,010,930	15,193			nihil.			******
London and South Western	921	2,222,100		2,604,405		190,631		10 0 0			700,000
Manchester and Birmingham		2,100,000		1,923,699							******
Manchester and Bolton	10	778,100		773,743				4 10 ( 8l. a 10l			700,000
Manchester and Leeds and Hull		2,937,500				156,761			60 170	Sheffield and Lincolnshire. 6	650,000
Midland railway	1791					276,129		5 0 0	100 132	Shrewsbury and Gd. Junc. 4	400,000
Newcastle and Carlisle				1,135,069		46,745		8 0	100 113		900,000 900,000
Newcastle and Darlington		500,000		405,728	0.049	10 400		6 9	50 69		
Newcastle and North Shields	7	150,000		309,629	8,943						64,000
North Union	39	739,201		1,028,593		31,194	2 10 0 0 16 0	9 0	100 170		000,000
Paris and Orleans	82	1,600,000	400,000	1,978,415			0 16 0	8 0 0	20 40		100,000
Preston and Wyre	84	1,440,000	170 050	355,161	31,247	7,171				Boulogne and Amiens 1.5	soo oiv
Sheffield and Manchester.	19	1,150,000		951,455					87 12	Central of France	280,000
South Eastern		2,996,000				139,042			33 45	Lyons and Avignon2,4	400,000
Taff Vale	30			595,089	9.115		1 17 7	3 15 (	100 104	Orleans, Tours & Bordeaux 2,0	200,000
Ulster.	25	519,150	20,000	348.626	5,401	13,856	0 15 0	5 18	39 59	Paris and Lyons2,5	500,000
Yarmouth and Norwich	201	187,500	62,500	230,036	5.186	10,008		5 0 0	20 90	Paris and Orleans1.6	500,000
York and N. Mid. and Leeds and Selby		1,062,500		1,107,146		75,474	2 10 0	10 0 0	50 115	Paris and Rouen	100,000
Total and It. Hill, and Liceus and Delby	20	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	101,000	1,101,110	01,0131	, O, X , T	10 0		POLITIC	TA MAND BING ATOUCH	100,000

<b>8</b>					AM A	ND MI	SCELLANEOUS COMPA						
Stea	m and I						NAME OF COMPANY.	Num. of	Am't.cf	Amount		Lust	Present
NAME OF COMPANY.	Num. of	Am't. of share.	Amount paid.	Div. p.c. per ann.		Present.	S	shares.	share.	paid.	per ann.		price.
				-	-		Loughborough	. 70	142‡	1424	70	1140	1000
Anglo Mexican Mint	10,000		10		15%	151	Monmouthseire	2,409	100	100		160	160
Anti Dry Rot	10,000		181		2		Melton Mowbray	250	100	100		117	117
Australian Trust Company	5,700		35		341		Mersey and Irwell	500	100	100	10 -		1.0087
General hteam Navigation	20,000	15	14	10	271	27	Macclesfield	3,000		100	21	15 .	15 .
Gt Western Steam Pa			100		25		Neath		100	100	17	365	365
Metropolitan Wood Pav	15,000		6	5	61		Oxford	1,786	100	100	30	505	
Patent Elastic Pav	10,000		1	5	12		Regents or Loncon	21,418	331	331	21	25	25
Peninsular and Oriental	11,493		50	7	644	65	Shropshire	500	125	125	6	120	120
Ditto	3,200	50	40	7			Somerset coal	800	150	150 -	71	123	123
Polytechnic Institution				6			Stafford and Worcester		140	140	25	480	480
Reversionary Int. Soc	5,387		100	41	104	104	Shrewsbury	- 500	125	125		230	230
R. Mail Steam Packet			60		361	37	(Stourbridge	300	145	145	14	360	360
South Western Steam	4,000	25	5				Stroudwater	200	150	150	19	- 1	
Ship Owners' Towing	3,000	10	71	10	15		Swansea	533	100	100		240	240
Thames Tunnel			50				Severn & Why & Rail Av.	3.762	261	261	51	30	30
University College	1,500	100	100	1	1		Trent and Mersey	2,600		50		495	100
	Ca	nals.				-	Thames and Medway	8.149		191		10	10
Ashby de la Zouch	1,432	1113	l av.	1 4	, 70	. 70	Warwick and Birmingham.	.000	100	100		167	10
Barnslev	720	100	100	14	180	180	Warwick and Napton	980	100	100		122	
Birmingham, 1-16 share	3.000		79	10	150	160		Water			1 09	120	-
Do. and LiverpoolJunction			100		131	131	Birmingham	4.800		25	31	28	1 28
Coventry	500	100	100	20	365	365	East London	4,433		100	8	223	225
Cromford			do.	24	250	250	Grand Junction	5,500		41 2-3		88	90
Derby			do.	9	105	105	New River L. B. Ann.	1,500		21 200	21	.00	30
Erewash			do.	32	440		Manchester and Salford	6,486		30	8	57	57
Forth and Clyde	1,297		401	1 4	440	440	Vauxhall, lt. S. London	1,000		100	5	55	55
Grand Junction			100	7	162	1611	West Middlesex	8,294		634		126	127
Grand Surrey			do.	1	00	1 "	West Middlesex			09\$	, 01	120	1721.
Clausester and Parkley			do.		8				cks.	12.00			1 1
Gloucester and Rerkley	5,000	do. 150	150	8	185	8	Commercial Dock			100	3	60	7
Grantham				3		185	East and West India		sto.		51	137	
Lancaster	11,699		471		40	40	London	3,238,310	sto.		41	1142	115
Leeds and Liverpool	2,897	100	100	34	640	640	St. Katharine	1,352,752		1.2	5	116	171
Leicester	545		140	1 9	139	139	Southampton	7,000	50	50		1 .	. (

Black river canal. Cayuga and Seneca Champlain canal. Chemung. Chenango. Crooked lake	64	1,524,967 237,000	Income.	Expend.	Income.	Expen	13 to 17	feet wide,	and 80 to 90	t deep, and t feet in lengt the canal i	h.
Cayuga and Seneca Champlain canal. Chemung. Chenango. Crooked lake	21 · · · 64	237,000					The	cit millio	ne naid to	the canal t	France for
Champlain canal. Chemung. Chenango. Crooked lake	64			10070	04.010	4 4 4 4 4 4 10					
ChemungChemung	OT.	1,251,604		10,953						e not inclu nesee valle	
Chenango	23	684,600		14,486						large sum	
Crooked lake	97	2,420,000		15,967						which addit	
	8	156,777		3,674	1,498	3,951	is muc	h greater t	than the est	timated gro	ss incor
Erie—enlargement of	363	12,648,852		3	• • • • • • • •					hed. The	
Genessee valley		3,739,000			10.041					o canals ar	
52 miles opened, cost \$1,500,000 Oneida lake	6	50,000		13,819	19,641 621	1 636	ouu an	d \$500,00	o, making	their total	cost wn
Onerga lake	38	565.437		22,742	56.165	28 599	ture in	curred on	estimated	incomes (a	dmitted
Oswego	25	303,437			7,381	5.386	be libe	ral.) of \$3	9.000 and	\$14,000 res	pective
Delaware canal	60					22,870				he works of	
French creck	45							for 1843 v	vere \$1.01	9,401; for	1844 \$
Seneca river towing path		69,276			381						
Columbia railroad	821	4,204,969			170 701	205,007	The	receipts fo			
Eastern division	36		•••••		179,781	199,919	Canal	tolls,		•	578,4
Postage to ilroad	95	1 200 401			351 102	248 943	Railro	ad tolls,	•		252,
Western division canal		1,020,401			001,100	010,010			- 11		319,
North branch Susquehannah canal	73	-		1	101 040	E# (99)	of whi	s, ch \$585.09	9 is from 1	118 miles o	frailm
West " " "	72							578 404 fro	m 550 mil	es of canal	Little
Hocking canal	56	975,130	4,757		5,286	4,139					
Miami canal	85	1,660,742	68,640			22,341	nerby t	ar of 51 m	nills on the	e dollar.	There
Miami extension	1105										
Miami northern division		322,000	00.00				1942 4	MATI 693 9	nd in 184	4 4515 393	the c
Muskingum	91	1,627,318	23,167								
					49 580						
											ighout
Western road	31				8,747		countr	y than eve	r before ki	nown.	4
Sundry works				1						indry works	s yield
Maume canal							nicom	e whatever	r.	a abama C	
Sundry works		10,000,000				00 400	The	central ra	liroad yiel	above o	per ce
Central railroad	110	1,842,308	149,987	75,960	211,170	20,000	cented	which is	sable to st	and alone.	Canai
Southern railroad	1 68	936,295	24,064	1 7,907	00,341	70,000	~~~	~~~	~~~	~~~	نند
TCANATE -	Length	Con las	1843				per	cf	R	EMARKS.	: -
	miles.	4 .	Gross.	Nett. cer	t. Gross.	Nett.	cent.	stock.			
Blackstone		400.000									•
Bald Eagle Navigation		- 000 000					1		We may, p	erhaps, at s	ome fut
Beaver and Sandy, (part)	• • • • • •	1,000,000	••••					tim	e be enable	ed to give t	he parti
Chargeston, (S. C.)	194	19 370 470	47 637					lar:			
Conestota	12	300,000									
Delaware and Chesapeake	13							20 13			
Schuylkill	108	3,500,000	279,795	02,221	190,69	3 120,624	• • • • •		The enlarge	ement of the	e Schi
Farmington			•••••	•••••	•• ••••			kill	canal has	been com	nenced
			••••	••••	•••						
Middlesex	10	900 000			••  •••••			for	one millio	n, about on	e-fourt
Port Deposit	10	200,000	99 693	53 327	131 4	84.45		of	its cost.		
	40	300,000	33,020	00,007							
	45								- /		
TT	80 .										
Morris		1,000,000						261			
Dismal Swamp						.			~~~~	~~~	~~
	Length	No. of Locks	pel.	Size of loc	ks.	Width o			to		
CANADIAN CANALS.	miles.	locks. in fee	chambe	Width.				•			1844
he Welland canal			feet.	feet.				3,940,312	2,403,512	02,000	
trunk from Port Colborne to Port Dalhousie	e 28 -	31 328	150	26 1-2		1					
on branch to Dunville \ not added	d 21	1 6	150							-	
creek branch to Port Maitland   below.	1 1-2	1 6	200	45	9	45	80				
	-										
				45	9	50		C20 400	072		
Plat.	. 4	2 11 1						012,490	313		
o's noint	3-4							865.379	1,665,663		
I passing the Long Sault rapids	. 11 1-2				9	80	120	1,190,087	275,426		
nois, do. Coteau, Cedars and Cascades road	all 1-4				9	80	120	old canal.	400,000	29,288	
no. Lachine rapids	0 1-2	** I						. 1,001,333	61,439		
etal from lake Prie to the car	12	57 525	-	•	-	11.00			440.000	1.400	
otal from take the to the sea	66		120	24'	6 -	36	60	~~~	~~~	1,409	~~~
	Length	in	1	'1843.	Div.			per o	f . "		B
COAL COMPANIES.	R. rd.   Ca	nals.	Gro	oss.   Net	t, cent.	Gross.	Nett.	sent. sto	ck.	- 23h	
		2,80		,203 196,7	02 10						
Lehigh					•••••	****	***	~~~~	in	~~~	~~
······································	~~~	•••••	•							, 1-	
the state of the s								- 1-17	٠,١٧		
HIII (COLINE)	Columbia railroad Eastern division. Initiata canal. Portage railroad. Western division canal. North branch Susquehannah canal. West "Hocking canal. Miami canal. Miami extension. Miami northern division. Muskingum Ohio. Western road. Sundry works. Maume canal. Sundry works. Maume canal. Sundry works. Central railroad. Southern railroad.  JCANALS.  Blackstone. Beaver and Sandy, (part). Charleston, (S. C.). Chesapeake and Ohio. Conestota. Delaware and Chesapeake. Schuylkill. Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp  Talloan Canal. Tride Water. Union. Delaware and Raritan  Delaware and Canal. Tride Water. Union. Delaware and Chesapeake. Delaware and Hudson.	Columbia railroad	Columbia railroad   S21	Columbia railroad	Columbia railroad	Columbia railroad   S24	Columbia railroad	Columbia railroad   S24   Castern division   36   Castern division   37   Castern division   37   Castern division   37   Castern division   38   Ca	Columbia railroad	Columbia railroad   Sept   Agas   A	Columbia railroad   Sept   4,901,905   1,938,461   351,005   343,336,305,675   The receipts for 1914 were as follow Eastern division   36

		Ungt	AMER	Loans	Number			43.	Div.	1 18	44.	Div.		45.	11
-	NAMES OF RAILROADS.	in	Cost.	and debts.	of shares.	on	Inc	ome.	per cent	Inc	ome.	per cent.	Inc	ome.	0
Maine.	1 Portland, Saco and Portsmouth	_	1,200,000	-			89,997			131,404					. -
N. Ham.	2 Concord	35	750,000									12			
Mass.	3 Boston and Maine						178,745	68,499	6	233,101	86,401	6			
	4 Boston and Maine extension 5 Boston and Lowell	17‡ 26	455,703				077 215	144,000	8	216 000	147,615	8	,		-1-
	6 Boston and Providence	41	1,863,746 1,886,135			100		110,823			156,109				
	7 Boston and Worcester	44	2,914,078		10,000			162,000	6		195,163	71			
	8 Berkshire.	21		not stated				17,500		17,737					
	9 Charlestown branch								13	34,654	13,971				
	10 Eastern		2,388,631				279,563	140,595	6		227,920				
••••	11 Fitchburg	50	1,150,000	just opn'd						42,759					
****	12 Nashua and Lowell	141	380,000				84,079		8	94,588				••••	
	13 New Bedford and Taunton		430,962				50,671	24,000	6	64,998	24,000	6			•
• • • •	14 Northampton and Springfield		. 172,883			1:::-		04.084		000 000	99.464				1
••••	15 Norwich and Worcester		2,290,000		16,535		162,336	24,871		230,674	99,404	3			
	17 Stoughton branch	4	. 87,820 63,075									1			.[
	18 Taunton branch		250,000					20,000	8	96.687	20,000	8			
	19 Vermont and Massachusetts														
	20 West Stockbridge		41,516			100						4			
	21 Western, (117 miles in Mass.,)	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3			
	22 Worcester branch to Milbury		. 8,431	. 506									1		-
	23 Housatonic, (10 months,)	74	1,244,123			::::		•••••							
	24 Hartford and New Haven	38	1,100,000									6		••••••	.1
	25 Hartford and Springfield	251	2.600,000				112 000			154 504	79,845		******		
York.	27 Attica and Buffalo	48	336,211	650,000	13,000	100	45,889	7 500		73 949	48,033				
	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	180 602	112,000		237 667	152,007	6			٠,
	29 Auburn and Syracuse		766,657		12,000	1334					52,544				
	30 Buffalo and Niagara	22	200,000		1,500		00,001	21,551							
	31 Erie, (446 miles,)		5,000,000												.
	32 Erie, opened	53						48,000		126,020	59,075				١.
	33 Harlem	-	2,250,000	750,000	30,000			·	·						
	34 Hudson and Berkshire		575,613							35,029	1,789				٠
1	35 Long Island		1,610,221				*****		• • • •	153,456			•••••		
••••	36 Mohawk and Hudson	17	1,317,893				69,948	58,780		79,804					
	38 Schenectady and Trov		303,658			• • • • •	42,242		. 1	34,666 32,646					٠.
	39 Syracuse and Utica.	201 53	640,800 1,115,897		10,000	cai	163,701		• • • • •		120,992				
	40 Tonnawanda.	43	727,332	none.	10,000		76,227	12,000		114,177					
	4t Troy and Greenbush	6					10,001			114,100	10,000				
	42 Troy and Saratoga	25	475,801				44.325	21,000		38,502	9,971	21			
	43 Utica and Schenectady	78	2,168,165		20,000	100	277,164	180,000	9	331,932	199,094				
.Jersey	44 Camden and Amboy	61	3,200,000				682,832	383,880			404,956				ŀ
	45 Elizabethtown and Somerville		500,000						• • • •						ŀ
	46 New Jersey	34	2,000,000					• • • • • • •						•••••	
	18 Beaver Meadow	16	500,000				• • • • • • • •		••••	•••••		6	••••••	••••••	1
	49 Cumberland Valley.	26 46	1,250,000		•••••			•••••		•••••		••.•.		******	1
	60 Harrisburg and Lancaster	36	860,000	645,929		••••			••••	•••••			77 539	9,988	1
	51 Hazleton branch		120,000			••••							**,000	2,000	1
	52 Little Schuvlkill	90	900,000												П
	53 Blossburg and Corning	40													١.
	Mauch Chunk	9													ı,
· · · ·	55 Buck Mountain	4	72,000											•••••	ı,
	66 Minehill and Schuylkill Haven	191	396,117	25,000	7,019	50			12						1
	Norristown	20										• • • •	•••••	••••••	1
	68 Philadelphia and Trenton	30													
	60 Reading	291	1,500,000	* 448 580	40.000				• • • •	508 C10	749 511	••••	•••••	•••••	1
	Schuvikill vallev	94	9,457,570	1,44 1,570	40,200	50		• • • • • • •	••••	397,613	343,511	••••		•••••	1
	Williamsport and Elmira	25	400,000			••••	20,000		••••	• • • • • • •		••••			1
	Philadelphia and Baltimore	93	1,400,000				43 043	200,000			210,000				1
elaw ren	P4 Frenchtown	16	600,00C												h
laryl'd	Baltimore and Ohio. (1st Oct )	188	7,742,410	1,153,709			575,235	279,402		658,620	346,946		738,603	374,762	
	Baltimore and Washington	38	1,800,000				177,227	71.691		212,129	104.529		208,813	95,094	
	67 Baltimore and Susquehanna.	58	3,000,000												Į.
ircinia	68 Wrightsville, York and Gettysburg 69 Greensville and Roanoke	121	500,000												١.
	70 Petersburg	18	284,433	37,544	2,000	100			• • • •	25,368	6,074 72,898	3	• • • • • • •	••••••	ŀ
	Heorismouth and Roanoke	63 781	969,880	63,000	7,690	100	• • • • • • • • • • • • • • • • • • • •	•••••	••••	122,871	12,898	0	•••••	•••••	1
	72 Richmond, Fredericksh'g and Potomac	76	800,000		•••••	••••	• • • • • • • • • • • • • • • • • • • •		••••	185 042	85 600	••••	• • • • • • •	•••••	1
	3 Richmond and Petershurg	224	700,000						••••	100,413	00,000			•••••	1
	4 Winchester and Potomac	39	500,000												ı.
. Car.	B Raleigh and Gaston	841	1,360,000	1											I.
	76 Wilmington and Raleigh	161	1,800,000									5			١.
. Car.	77 South Carolina	136	5,671,452												1.
eorgia .	78 Columbia	66			34,410		201,464	77,456		532,871	140,196				١.
corgia	79 Central	1901	3,000,000			100	227,532	93,190		328,425	180,704				Į.
	Go Georgia  Montgomery and West Point.	1471	2,650,000							248.096	147.523				١.
eni ky k	Palexington and Ohio	40	500,000	170,000		100				35,000	15,000			•••••	1.
Unio. F	Little Miami	Als	400,000				•••••	• • • • • • •	••••	•••••	•••••	••••	• • • • • •	•••••	1.
	Mad river	40	400,000						••••			••••	04 004	2 000	1.
ndiana.R	Madison and Indianapolis	20	212,000	50,000	• • • • • • •	••••	99 110	8 630		30 021	10,065	01		3,280	
anada.k	Champlain and St Lawrence	15	212,000	50,000			22,110	12,000	0	58,000	24,000				
								12,000		20,000	~2,000				

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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News

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Railr Suspe

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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

#### Thursday, December 11, 1845.

Railroad meeting in Bedford, Pa ..

More railroads.....

THE COAL TRADE-SCHUYLKILL VALLEY.

It will be seen that the amount of coal sent this week by railroad is 5,850 11. The snow storm in the early part of the week blocked up the lateral roads so that it has been almost impossible for the cars to pass over them.

The canal is closed for the season.

A letter from Pinegrove states, that the navigation on the Branch canal, closed on the 28th inst. We shall have no further reports from Pinegrove until next spring.

From Pottsville and Port Carbon—total381,270 From Schuylkill Haven—total379,233 From Port Clinton—total20,793
Total by railroad
From Pottsville and Port Carbon-total163,913
From Schuylkill Haven-total tons 47,277
From Port Clinton 52,387
Total by canal

Total by railroad and canal...........1,043.857 LEHIGH COAL TRADE. Total shipments from Mauch Chunk. Lehigh coal and navigation co.

184.365 Summit mines, -73,136 257,501 Room run do., Beaver Meadow railroad and coal co., 76,812 From Penn Haven-Hazleton coal co. From Rock Port-Buck Mountain coal co., 23,858

428,830	L
WYUMING COAL TRADE—total 182,745	l
PINE GROVE COAL TRADE.—total47,928	ŀ
MINEHILL AND SCHUYLKILL HAVEN RAILROAD-	ı
total tons426,509	
MOUNT CARBON RAILROAD—total tons247,052	l,
MILL CREEK RAILROAD—total91,484	I,
SCHUYLKILL VALLEY RAILROAD—total118,969	ı
SCHUYLKILL VALLEY RAILROAD—total118,969 [Miners' Journal.	ľ

WESTERN RAILROAD.—Receipts for week ending November 29.

	1845.	1844.
Passengers	\$5.857	\$5,478
Freight, etc		12,565
Total	\$19,357	\$18,043
Net gain this week		1,314
Net gain previously sin-	ce Jan. '45	54,111
Total gain		55,425

Transactions of the Reading railroad for the month of October for three years:

1843. 1844. 1845.

Business....\$58,160 34...\$66,476 59...\$131,879 64

Coal tons......37,261.....55,525......92,415

Canal Tolls .- Amount of tolls received on all the New York state canals, in each of the following years, viz:

Tanana Tanana	4th week in Nov.	Total to 30th No
1839	\$5,041	
	20,190	
	21,734	
	5,380	
	14,747	
	25,584	

The above is the entire amount of tolls for the season of 1845 to the close of canal navigation-exceeding the very heavy tolls of 1844 by the sum of \$200,088.—Albany Argus, Saturday.

The Kingston Chronicle says, "The Kingston and Toronto railroad committee have given to Mr. Cull, civil engineer, final instructions to proceed with a preliminary survey of the whole line from Wolf island to Toronto, and he has commenced the work."-Oswego Whig.

The Beauharnois canal, in Canada, 12 miles long, around the Cascades and Ceder rapids, is completed.

#### To Railroad Contractors.

We gave in our last the proposals of the Pittsfield and North Adams railroad company, and they will be found in another page of this, for the graduation, masonry, materials for, and laying the superstruc ture, and fencing eighteen and a half miles of railroad from Pittsfield to North Adams.

These proposals are given in a form and place that suits us admirably. They are given in a detailed and definite manner which enables those at a distance, who desire to compete for either of the items, to understand and propose without the trouble and expense of a journey. We therefore commend the subject to the notice of other companies who are about receiving proposals, and will on our own, as well as on their account, make one suggestion which we feel assured will be for our mutual—though much more, we hope, for their, than our, interest-viz: allow more time for competition, bring more competitors into the field, and thus save money to the comadvertising! a very important matter to the RAILafter years of short supplies of fuel. Will you bear this in mind gentlemen?

Another Road to be made immediately, as will be seen by the following proposals from the Boston, Connotice, as we feel assured that good bargains will levelling and filling, were both just and timelyeffect that object—their principal mistake lies in havness here offered, to give their immediate attention to the matter. There is no time to be lost, unless they mean to lose an opportunity of being instrumental in the "improvement of the ways;" the aveof good old New Hampshire, Gop bless her; upon ful Connecticut, where it bids adicu to the territory sun never sets; and it is therefore possible that we vest of disappointment. may be a little selfish in this matter, as with a good railroad up the valley of that river we should be or let it be as it is. Use the water for man

likely to revisit the scene of more than one childish frolic; though, in doing so, it is probable that we should find—alas! only the places where, not the madcaps with whom we so often engaged in the sports of boyhood.

#### Boston, Concord and Montreal Railroad.

Proposals will be received for the Grading and Masonry of this Road, from Concord, N. H., to the Connecticut river at the mouth of Ammonoosue river, till the 23d inst. Specifications, Profiles, Surveys, etc., may be obtained of the Engineer, William P. Crocker, at Meredith Bridge, who will furnish any desired information in relation to the subject. Bids will be received for the whole line or any part of it; and it will be expected the work will be commenced as soon as may be after the contracts are closed.

Sealed proposals may be made to either of the Directors, or the Engineer, and will be considered by the Board at the Eagle Coffee House, in Concord, on Tuesday the 23d instant.

JOSIAH QUINCY.

President B. C. and M. Railroad. December 2, 1845. 2t 50

Farmington Canal, or

New Haven and Northampton Railroad. - The communication of "P," in this number of the Journal, in relation to these works, should be well considered by the parties interested in them, before they decide upon making "two bites of a cherry." not now worth eating, instead of engrafting upon the stem a different kind of fruit, say, if you please, the "apple," which is sure to yield abundantly when cultivated properly on the right kind of soil. The idea of making a railroad along the line of the Farmington canal is by no means of recent date. It has been for years so evidently in accordance with the spirit of the age, and offered inducements to those pany while it, at the same time, gives us more tor interested so far greater than the canal can possibly afford, that it arrested the attention of a gentleman ROAD JOURNAL, when it is just getting up steam, of intelligence and much practical experience both in canals and railroads, several years ago, as may be seen by referring to the Railroad Journal for June 15, 1840, page 360. The views put forth in that communication by Mr. Holcomb, in relation to the eord and Montreal railroad company, and we would propriety of abandoning the canal entirely, and concall the attention of our contracting readers to the structing a railroad upon its bed and towing path, by be made on this line where the managers are so though somewhat in advance of the age, as it had prompt to take a hint, and avail themselves of not then become fashionable to turn canals into railthe true medium of arresting attention. It is be- ways-and they have lost nothing of their force by youd all question, for the interest of the company to the lapse of time, but gained decidedly, both here invite a vigorous competion for their work, and it and in Europe, under circumstances similar to those strikes us they have get upon the right track to in connection not only with the Farmington, but also with many other of our canals. The same subject ing made the discovery at so late a period; we will was again alluded to by us in the Journal of 3d July however endeavor to remedy that by calling special-last, page 427, when we again placed the views of ly upon those desirous to engage in the kind of busi- Mr. Holcomb before our readers, in connection with an article from the N. Haven Courier, taking almost the same ground. We now give another well written article on the same subject, from a source entitled to the entire confidence of those most deeply nues of trade and travel, we mean, not the manners interested in the matter, and will not omit so good an opportunity to caution those having the managewhose soil we drew our first breath, and spent our ment of the business, to look well to the present inearly years, and towards whose bleak hills and dications of the times, and be sure that they do not fruitful valleys we often look back with fond affec- make an "improvement," which will require to be tion, even though it is near forty years since we left again improved before it will produce the greatest the haunts of childhood, on the banks of the beauti- good to the greatest, or even any good to the greatest number; or, indeed, yield any return to those who of the youthful queen, upon whose dominions the have, for so many years, had only a plentiful har-

Let them make a good railroad in place of the canal

ing purposes wherever it is available, and make a railroad which will increase the business many fold, and then accommodate the whole without the canal better than with it. The railroad alone will in a few years, if not at once, be profitable; but with the canal kept in readiness for use along side, neither will yield returns to those who have invested, or may hereafter invest, their capital in them. The true policy, as we think, if any change is made, is to make it thorough, and a good railroad instead of a poor canal. "P." is ready to back his opinions in relation to cost of grading, and his name is at the service of those who would avail of his offer.

BY THE CAMBRIA, which arrived at Boston on the 4th inst., we have received our regular files of the London Railway and Mining Journals-and also through the kindness of an esteemed friend in London, and the politeness of Professor Morse, who came passenger, we have duplicates of some and er heard of any that has made more business than extra papers of much value, together with letters it was able to accommodate, or that was so unselfish containing intelligence of importance to all in this as to make business for a canal by its side, unless country, interested in the extension of the railway system. We find many matters of absorbing inte-humbly submit whether the continuance of the carest in these papers and letters, which we shall give nal will not jeopard both projects, for the following in the next number, the present one being mainly in type when our journals came to hand, thus denying us the pleasure of giving, at least one of the letters in addition to the few extracts and comments for the roadbed may be put down at double, and will which we have room this week.

The panic, or revulsion, as it is termed, has had the effect to depress railway shares considerably, even the best dividend paying of the roads, as will average par value of these shares is £72 63s. 8d.; 15s. 8d.; and on the 15th November it was £116 17s. 3d.—showing an average decline of £2 18s. 8d.! This has, of course, given much alarm to holders, and especially to those who have been speculating largely on small capital in doubtful or rival shemes, but those who have invested in legitimate lines, and understand the subject, will not, we imagine, be disposed to rush into the market, but will hold on for a time until the present excitement subsides. Nor will this depression and alarm interfere at all with those works already commenced; but they will be vigorously pushed forward to completion.

We give this list of roads, cost and present value of shares, for the purpose of reference hereafter and shall take occasion to refer to it by way of showing se or fall of the market value of the shar

the lise of lan of the mar	1100	muc or	the site	ilco.
NAME OF ROAD. sh	ares.		Value Oct. 25.	Value Nov. 15
Birmingham & Glouc	£100	£100	£126	£1251
Bristol and Gloucester	50	. 30	56	54
Eastern Counties	25		21	204
Grand Junction	100	100	241	231
Hull and Selby	50	50	103	100
Gt. North of England	100	100	2161	212
Great Western	100	80	142	155
Liverpool and Manch	100	100	213	220
London and Birmingh	100	100	217	214
London and Brighton	50	50	654	61
London and York	50	21	5	41
Manch. and Birmingh	40	40	81	74
Manchester and Leeds	100	76	146	136
Sheffield and Manchest'r	100	100	148	130
Trent valley	20	. 2	151	15

15 companies, average. £721 £561 £1191 £1161

The prices of iron vary but little from 25th Oct. to 15th Nov. Rails have advanced a trifle, and Scotch pig has receded, as will be seen by the following quotations of the two dates; there is little chance, however, for a decline, as the demand must continue enormous.

October 25th. November 15th. Price of rails, ....£11 10s. to 12. Scotch pig ...... 4 2s. 6d. to 4 5s.

For the American Railroad Journal.

New York, December 1st, 1845.

New Haven and Northampton Railroad. I understand that measures are about being taken to construct a railroad on the banks of the New Haven and Northampton canal. Feeling some interest in that work, I ask the use of your columns to throw out a few suggestions for the consideration of those who have the control of that work.

What I would principally urge upon their attention, is not the propriety of the work in view, but the manner of carrying it out. I allude to maintaining the canal; thus keeping up two works for the accommodation of a business that has not heretofore been found adequate to the repairs of one .-Railroads, it is true, make husiness, but I have nevit was in the construction of the railroad itself. I reasons.

First, the additional cost of the railroad, will form no trifling consideration. The cost of preparing necessarily after this additional outlay, be extremely imperfect, should the exact line of the towing path be adhered to, and should it not, the additional cost would be considerably beyond what I have mentionbe seen by the following list of fifteen roads. The ed. When I say it would be extremely imperfect, I allude to the numerous small curves in the canal the average amount paid on them £56 63s. 8d. many of which cannot be of more than 200 feet ra-The average market value on 25th October was £119 dius; and on our best railroads, 2000 feet is the minimum. To be sure, these are admitted on steep grades, whereas upon the proposed work, they would occur upon a level. But even upon a level, a radius of curvature of 200 feet, cannot be thought of in connection with high speed and safety, and without these requisites the work had far better not be undertaken. For the day has passed when it was only necessary to build some sort of a railroad, to secure the patronage of the public. Railroads are becoming so numerous, especially in the region where this is to be located, that the travelling community has grown bold enough to demand to be carried both with safety and speed. And I will here take the liberty to predict, that in ten years, and perhaps less, the speed of passenger trains upon all the railroads in the country, will be doubled, and in place of from fifteen to twenty miles per hour, we The observation of every one must satisfy him of this fact.

> How shortsighted then will it be in the directors [of the sound judgment and professional however sagacquestion, to construct a railroad which would scarce. ly admit, compatible with safety, the average speed than the whole width and limits [with perhaps oc- affair. casional departures from these] of the canal, will

Again, should the project of maintaining the canal be abandoned, the plan suggested by a correspondent of the Journal, June 1840, of using the bot-

. Does P mean filling the canal, or ditching the sides of the rail track?

cient width is obtained, might be availed of; but should the proposed plan be insisted upon, [which, Siamese twins like, would never be able to accomplish anything because retarded by its other half,] the towing path, culverts, aquaducts and bridges would all require to be widened, and at a very heavy expense. The towing path was originally ten feet in width, but upon embankments it is now scarcely more than seven. It cannot be supposed for a moment that the present width will answer, or even the original, bearing in mind the conditions of speed and safety. Nothing less than twelve feet, and the common width is at least fifteen, will at all answer. The number of culverts and bridges to be lengthened in a country so abounding in streams and roads, is very large. Of the latter, there cannot be less on the eighty miles of canal, than 160, which require another condition besides lengthening that of raising. They are now some eight feet above the water line, and six above the towing path. To raise them sufficiently, would not only be attended with considerable expense, but render them difficult and inconvenient [now sufficiently so] to cross.

Again, it cannot be so long since an accident has happened to the canal—the washing away of an embankment, or something of the kind, occasioned by the water of the canal, that the directors require to be reminded that canals are subject to such accidents, and this canal in particular-owing to the loose sandy soil through which it passes. From this cause, as an accident would not be likely to happen to the canal without affecting the railroad, the latter as well as the former, would be liable to constant interruptions, diverting business into new channels, which frequently never returns.

As to the capability of a railroad to do all the business that might offer on the route, no one can doubt for a moment; and as to the capabilities of railroads to do freighting business profitably, and especially freighting and passenger business combined, which would be the character of the business on this work, it is only necessary to look over the reports furnished weekly by you in the Journal.

At once then, and forever, let them abandon the canal, a work, as time has proved, conceived in error, [although the offspring of a master mind, the late James Hillhouse, ] and I might almost say, supplied with water by the tears of the orphans and widows of impovrished stockholders! [but that would be most too much of a flourish,] and construct a permanent and substantial railroad. Your correspondent, in the article above alluded to, a part of which you lately republished, accompanied by some shall travel at a speed of from thirty to forty miles. judicious and well timed remarks on this subject, estimated the cost of the improvement at about \$6,-300 per mile, which I then thought sufficiently high; but the price of iron having considerably advanced since that period, a corresponding addition must be ity of one of their number, Henry Farnam, esq., civil made to this estimate. The preparation of the road engineer, I have the highest opinion,] of the work in bed is estimated in that article at between \$1,300 and \$1,400, and I will enter into contract with ample sureties to perform the work for that amount, of the present time. In order to remove this diffi. and you are authorized to furnish my name to any culty, [the abruptness of the enrves,] nothing less person that shall desire it in connection with this

There are several other matters that I shall pass by without comment, for fear of burdening you with too lengthy a communication; such as the cost of al cost of constructing and maintaining the railroad; the cost of either numerous viaducts, or swing bridtom or to wingpath at pleasure, by ditching the the maintaining the canal, independent of the addition-former, or by throwing down the latter 'till a suffiges, [and in the latter event, coupled with the exges, [and in the latter event, coupled with the expense of attendance,] for crossing the canal as the towing path shifts from one side to the other; or the

obstacles to crossing the towing path for its legiti- I suggest then, whether it would not be better to letter of Messrs. John Frazier & Co., conmate purpose, after it has been occupied by a railroad, and the consequent expense of constructing a from whence it is obtained; the water of the Farnew towing path throughout the entire line.

the highest standing in the profession] employed to

It appears by the report that the immediate object of the directors is to construct a railroad along the line of the canal to Bristol Basin, a distance of about the sea-board, than to convey thither the water, [some twenty-seven miles, and from thence departing entirely from the route of the canal, to Collinsville, a clever little village which has been brought into existence by the manufacture of the celebrated Collins be questioned whether the waste by leakage, evapoaxes, a distance of about thirty-nine miles. Mr. T. estimates the cost at \$15,171 per mile, or the gross sum of \$595,591; a sum which three years since, by adhering to the line of the canal for the railroad and abandoning it for purposes of navigation, would have been nearly sufficient to have constructed a railroad to Northampton, a distance of about eighty struct at least sixty-five miles, counting the superstructure at Mr. T.'s estimate. What object the di- date of my last report, and an account of ex- ton above the market price at that time. rectors can have sufficient to induce them to carry their proposed work to Collinsville, it is difficult to see, unless it is in connection with the Western railroad at Pittsfield, by continuing up the, from here, rugged valley of the Farmington, especially since a more desirable connection would be made at Westfield, where the Western railroad crosses the canal; since I venture the opinion that the amount of axes, [it is true, I say nothing of other materials,] which the railroad would carry in several years, [I am supposing that they forge pick axes as well as oth ers] would scarcely be equal to the number required to hew its way through the rough and rugged region track. This step was unavoidable, as the enormously in the mean time, and the agent about Collinsville.

This departure from the canal is the more surprising, since the only outlet possessed by this region of country is at present the canal [it can only shun it by crossing over, and proceeding to Hartford] which the canal now enjoys and to which the railroad, as next of kin, though not of affection, would fall heir.

I learn by the report in question, that a principal object of the directors in keeping up the canal, is to furnish water power for manufacturing establishments, yet to be built along its banks-admitting that the freighting will mostly be done by railroad. To a certain extent this may be, and doubtless is, a judicious measure; but it certainly cannot be necessary or desirable to keep up eighty miles of canal to furnish to a few manufacturing establishments, at a low rent, the small amount of water furnished by the Farmington river and the Sohthwick pondsfrom whence the principal supplies of water are obtained. The water power must be furnished at a low rent, or in a country so abounding in streams and still unappropriated water powers, there will be few to avail themselves of them, especially since it has already become a much mooted point, whether water power is desirable where it involves any, however inconsiderable, transportation to and from the sea-board or navigable streams; and I am told that in the eastern part of Pennsylvania, about Philadelphia, and in Delaware, about Wilmington, one vicinity having the Schuylkill, etc., and the other dence with these gentlemen, during which last three days of the session, and it was bethe Brandywine, etc., affording unrivalled water powers, steam power, from its economy, [coal, it is true is cheap] and certainty, is obtaining a decided preference.

Since writing the above, I have seen the report of pears by the report, there is a fall of something like water of the Southwick ponds, at the northern outfall of sixty feet in half a mile. And finally, would it not be cheaper to transport the goods, wares and merchandize, from the former point [Farmington] to forty miles by feeder and canal,] for turning the factory wheels; and although the fall would be perhaps double by adopting the latter course, yet it may ration, etc., would not restore the equilibrium.

Very truly yours,

ENGINEER'S DEPARTMENT W. & A. R. R. ? October 22d, 1845.

penditures up to the 30th September last.

cessity for this expenditure had a serious bear-sition. ing on the efforts to extend the road to the farthest possible point.

The work has been pressed with great vigor, as they could. and at the close of the year the state will posoperation.

Co., of Charleston, on the 8th May, 1844, cannot maintain the ground they have taken which it is deemed proper to make public. on the subject, and this amount will yet be This order was given to them in consequence of an intimation given through a third party

use the amount of water power near the sources veying the order, are these words: "You will now please find enclosed the specifications mington near the town of that name, where, it ap- and drawings, in conformity with which you will now make a contract immediately for the engineer, [Prof. A. C. Twining, a gentleman of forty feet between the canal, and river; and the eighteen hundred and forty tons of rails, at the lowest possible cash prices." The letter make a reconnoisance and survey of the proposed let from them, where, we are informed, there is a further urged them to procure a credit if possible, adding: "If twelve months cannot be got, get as long a time as you can;" but the order was to purchase the rails positively, and secure the credit if practicable. The only imperative condition of the order was to purchase the rails at the lowest possible cash prices.

Under this order, Mr. John Pickersgill, of London, one of the firm of Fielden, Brothers & Co., made a contract for the rails with Messrs. Thompson and Forman, in London, Report of the Western & Atlantic Railroad. on or about the 1st day of June, agreeing to give them about £2 per ton above the market price at that date. The price agreed on I have the honor to submit the following between them was £8 15s., and letters from miles; and which at this time is sufficient to con- report of my transactions as chief engineer of several of the most respectable American the Western and Atlantic railroad, since the houses, show this to have been about \$2 per

> These facts were not known here until the In that report, it was stated that there were first cargo arrived. They were then reported twenty-nine miles of the track laid in 1842, to your excellency, when every means were in which no change of plan was intended adopted to obtain justice. As soon as the The method to be pursued in repairing this complaint was made, Messrs. Thompson and distance was the first matter requiring atten- Forman agreed to deduct £500 from their tion. Upon a thorough examination of the bill, and Messrs. Fielden, Brothers & Co. track for that object, it was clearly ascertained agreed to deduct their commission; showing that nothing short of an entire renewal would that both were perfectly aware of the injusaccomplish the desired end. On the 25th of tice done to the state; but they could not conold timber was thoroughly rotten, and the ne- of the state was forced to subject to the impo-

> Messrs. John Frazier & Co. were at once satisfied of the fact, that an imposition had In May, contracts were made to complete been practiced, and made every effort to inthe track for 20 miles beyond Coosa depot. duce their Liverpool friends to adjust it pro-The whole superstructure on this road has perly, and on failing to obtain redress, they been let at an unprecedented low price. The agreed to charge no commission. The only entire cost of timber and workmanship has blame that can be attached to these gentlemen been from \$850 to \$1030 per mile; and that is for not at once assuming the responsibility at the highest price, was combined with a of giving up the rails to the state of Georgia large quantity at a very low price. It is be at the market price in England, at the date lieved that no work in the United States has of purchase, and leaving the English corresbeen let lower than the highest of these rates. pondents to establish their exorbitant demand

> The ship Wakona encountered a heavy sess eighty miles of railroad in successful storm in her passage, and the iron became much corroded by the effects of salt water. There have been some circumstances at This gave rise to a claim for damages amounttending the execution of the order for 1840 ing to \$7,300, which the insurance office had tons of iron given to Messrs. John Frasier & refused to pay; though it is believed they

> There have been about \$51,000 paid as that they could, through their Liverpool duty on railroad iron, an expenditure from friends, procure the iron at the lowest cash which it was afterwards believed that the state prices, and give the state of Georgia a credit would be relieved by the justice of congress. of twelve months. After much correspon- A bill actually passed the senate within the the above conditions were repeatedly men-lieved, would have passed the house of repretioned, the order was finally given at a per-sonal interview. It was sent to Messrs. Fiel-was ever felt that this duty would be remitden, Brothers & Co., of Liverpool. In the ted. In that confident expectation, it was

should consume the whole appropriation, af made on an equal amount of bonds, except road increase with its length in a much greater ter setting apart the amount of these duties those from the bank of Charleston, and the ratio than the expenses—and this would be which it was supposed would remain a sur-plus on hand. The work which will be per-of bonds amounting to \$33,747 96. This miles, under the peculiar circumstances. fected at the close of this year, had to be de-sum is considered pledged to the Georgia That the Western and Atlantic railroad fected at the close of this year, had to be de-termined on eighteen months ago, and certain railroad bank for loans and sums due for will yield a handsome revenue to the stateparts let, and the object in view was to bring transportation of iron. the greatest possible extent of road into active The plan of transportation recommended heretofore calculated, is now evident. Twenty and profitable use. The failure of congress in my last annual report, has been carried miles of the work went into operation on the to pass a bill for refunding this duty, deprived out. The state has her own locomotives, and 15th September, and the receipts of the first the work of this reserved fund to cover any passenger's cars, and the Georgia railroad month have been upwards of \$1,100. It expected contingency.

had cost much more than the estimate in con-sequence of the most extraordinary conduct of our English agents. This, together with the redemption of a considerable quantity of and risk of transhipment at the junction of ceded that twenty miles of railroad cannot scrip over what was shown by the books of the roads, and saves the owner of the articles make money, except under the most favorathe office to be in circulation, has occasioned conveyed much delay and some damage.— ble circumstances. This is therefore to be the liabilities of the state under existing con-Any other plan would throw the first twenty taken only as an indication of what may be tracts to exceed by about \$14,000 the bonds miles of the state work almost out of use, expected, when a respectable portion of the which have been issued. But it is respect- and would operate as a considerable draw- road is in use, and the fact is generally known. fully submitted that the \$270,000 of bonds back on the entire business of the road. issued, do not cover the appropriation made in the act of 1843. November 22d, 1843, is the only document to procure a supply of freight cars. The for Knoxville, Athens and other places in from which the amount of appropriation can state might be forced to this measure by be ascertained. In that message the amount an attempt at extortion on the part of the of bonds authorized by existing appropria companies owning the cars; but in no other tions, and not heretofore issued, is stated at event can it be advised. \$270.975 34. Of the amounts deducted from \$270.975 34. Of the amounts deducted from It is respectfully submitted, whether there existing appropriations to show this result, may not be some legislation necessary to there were of state bonds, \$1000 returned as protect the property of the state on the West-defective, and cancelled under your direction. ern and Atlantic railroad, and to prevent ma-There were also two demands on the treasu- licious persons from placing obstructions on tent of country. ry, amounting to \$506 86, which were pre-the road. sumed at the time to be paid, and were charged to the appropriations, as paid—but they were afterwards ascertained to be unpaid. And, lastly, there were \$6,482, of six per cent. scrip mentioned as outstanding, and charged

to the commencement of the present year, as this was considered a highly desirable amounts to the sum of \$2,916,008 28." Can point; but this was found to be impossible.

It is certainly desirable in every point of and cash checks, above mentioned.

tion, being as above stated, leaves the surplus point with a plate rail, or \$140,000 would of liabilities incurred, over and above the appropriation, only \$5,035 80. This cannot acter. This would overcome the obstrucbe wondered at, when the causes leading to tions presented by our rivers, and 20 miles such a result are remembered.

the same manner, and the accompanying the point here mentioned has superior claims statement (marked A) will exhibit the amount to attention, both from its importance and the April 11.of each loan, the name of the bank or indiof each loan, the name of the bank or indi- facility with which it may be reached. The May 17.and the amount of bonds hypothecated.

company furnish the freight cars. For the was not generally known that the state road When the work had progressed so far that use of these cars, that company is to receive was opened—because apprehensions of a disno part could be suspended without injury to one-eighth of the freight. This arrangement appointment prevented the necessary steps for the whole, it first became known that the iron will of course be extended to the Monroe rail-making it known from being taken. The

> To abandon the plan would render neces-Your extra message of sary an immediate expenditure of \$30,000 Decatur and other points in Alabama, and

The object kept steadily in view during the last two years, has been to put in operation the greatest possible length of road; as the large sums of money already expended are scrip mentioned as outstanding, and charged thus brought into active use. The amount as an appropriation to the railroad. These of work thus accomplished will be, by the sums added, will make \$278,964 20, as the close of the year, eighty miles of road. This reaches to a point near a bend in the Oostc-Allow me to call your attention to a sen-naula river, five miles south of the crossing tence in the message referred to. You say, of said river. It was at first believed that "The aggregate expenditure on this road, up the appropriation would extend across the ri-

It is certainly desirable in every point of if it must be called in and no equivalent from view, to extend the road at once to Cross the treasury issued to replace it? The same Plains, which can be done at a very trifling argument will apply to the defective bonds cost, compared with the sum already expend cash checks, above mentioned.

ded on this 20 miles. An appropriation of Then, the true amount of the appropriation of \$100,000 would complete the road to this of remarkably bad road, and reach a point of At the period of the last report there were great importance; being the junction of the 827,000 of bonds hypothecated with the bank. Of the expediency of completing the entire All the cash expended has been obtained in state road, there can be very little doubt; but Febru'y 3. vidual holding the loan, the rate of interest, entire distance is graded, and there is a single bridge wanting, which may now be built at Amounting to......

deemed entirely safe to project work which It will be perceived that all the loans are a very trifling cost. The receipts on a rail-

even larger than its warmest friends have The warehouse in Marietta has been crowded with packages of merchandize for Huntsville, Tennessee.

At the end of this year a traveller leaving Washington city for Nashville, may reach there by this road in two days less time than by any other route—and the mail between those points must necessarily come this way. Every mile that is added to the road will attract the travel and trade of a still larger ex-

An accident on the road, in which I had the misfortune to have a thigh broken, prevents me from extending this report to the limits which I had assigned. Accompanying this report you will find an account current, and a table of the cost of the road. All of which is respectfully submitted.

(Signed,) CHAS. F. M. GARNETT. Chief Engineer.

	A.—BONDS HYPOTHECATED.
1	Name of Bank. Bonds Hypothecated. Am't of Loan. Bank Charleston\$105,000\$78,862 04
ı	Bank Charleston \$105,000 \$78,862 04
	" Hamburg 27,000 19,390 00
-11	(( Augusta 20,000 20,000 00
1	" the State 25,000 25,000 00
ı	Mechanics' bank 25,000 25,000 80 George M. Newton 5,000 5,000 00
ĺ	George M. Newton 5,000 5,000 00
1	K. Boyce 20,000 20,000 00
۱	I. Henry 5,000 5,000 00
1	Mechanics' bank 14,500 14,500 00
	Georgia R. R. bank 6,500 00
f	

Account Current.—Chas. F. M. Garnett, Chief Engineer of the Western and Atlantic railroad, in account current with the State of Georgia from Oct. 1, 1844, to Sept. 30, 1845.

October 1.—To balance as per account current of this date.....\$112,178 93

Nov. 29.—To 6 per cent. state bonds received of Gov. Craw-10,000 00

Febru'y 3.—To 6 per cent. state bonds rec'd of Gov. Crawford. 15,000 00 20,000 00 60,000 00 do. do. do. do. do.

184					CH	
Decen	n. 31.	-By an	mount paid	for con-		
		stru	ction durin	ag 4th qr.		
		1844	l		\$ 11.783	91
184	5.				,,	-
		-By ar	nount paid	for con-		
		strne	ction durin	o lst ar		
		184	5	.6 200 4	20,813	15
Inne	30 -	-Do.		2d gr.	150,324	36
		-Do.	do.	3d qr.	42,120	30
sep.	"		redeemed.	ou qi.	6,000	
46	66	Bellp	reucemea.	3	0,000	VV
	••	Balan	ce on hand	a	26,137	40
Amou	inting	g to			257,178	93
		•	COST OF R	OAD.		
Amor	int ex	cpended	on constru	uction up t	o 30th Se	ent

to 30th Sept. 1845 as per vouchers. Cost of road......\$3,133,727 55

\$2,908,686 02

225 041 53

Amount expended on construction up

Railroad Meetings.

We give place with pleasure, this morning, to the proceedings of a meeting held at the ra falls, on the subject of a bridge over the Niagara river. We are informed by Major Stuart, that the meeting was numerously attended, and much enthusiasm manifested. I will be seen that Mr. Buchanan, formerly Moved by J. Cummin British consul at New York, was president by Thos. C. Street, Esq. of the meeting. He was much delighted with the project, and proposed to take a liberal share of stock. The citizens of Canada agree to take one-half the amount, \$100,000, and three-fourths of the remainder has already been engaged on this side, and will be subscribed as soon as the charter is obtained .-The project is one of great importance to this city, and we hope our citizens will keep this in mind, and also the great improvements now going on at the falls.—Rochester paper.

A numerous meeting of gentlemen from the Niagara and Gore districts, Canada, and the state of New York, took place at the Clifton Hotel, Niagara Falls, on Wednesday, the be a committee to collect statistics, with a 19th November.

James Buchanan, Esq., of Drummondville was called to the chair.

Jasper T. Gilkeson Esq., of Hamilton, was appointed secretary.

Mr. Stuart, C. E. of the Lockport and Rochester railroad, explained the objects and vast importance of the proposed bridge; demonstrated that it was quite practicable, at a moderate cost.

Mr. Centre, of Lockport, and General Whitney of the falls, both expressed their conviction of the great advantages offered by the intended bridge, while Mr. Carroll, one of the directors of the Great Western railroad, was of opinion that such bridge-if constructed-would command the terminus of the Great Western railroad. Other gentlemen offered their views, and a general opinion prevailed of the immense benefits of the proposed connection between the two countries, as it would be of infinite service to the inhabitants and railroad companies on both sides of the line, while it would probably adelphia, has recently, in company with Ma-with the east by steam? prove the best paying stock in the world.-After some further conversation, it was,

Resolved, That a committee of six gentle-

lutions for the adoption of the meeting.

proved of.

itants of Canada, and the neighboring state; bridge for that sum, and to subscribe \$20,000 offering, as it would, an uninterupted com- to its stock." munication throughout the year.

Resolved, That to promote the objects of this meeting, a committee of five gentlemen, from Canada and the state of New York, be

Resolved, That Sir Allen N. MacNabb, G. S. Tiffany, W. H. Merrit, J. Cummings, Veaux, C. B Stewart, Joseph Centre, Esqs., of the state of New York, do compose the said committee.

Moved by J. Cummings, Esq., seconded

That Mr. Buchanan do vacate the chair, and the same be taken by Mr. Carroll.

S. Buchanan, Chairman; I. T. Gilkeson, Secretary.

Resolved, That the thanks of this meeting be given to Mr. Buchanan for his conduct in

Mr. Street here addressed the meeting on the propriety of obtaining statistical information, he therefore proposed the subjoined res-

olution which was agreed to:

Resolved, That Lot Clark, Samuel De Veaux, Joel McCollum, James Buchanan, James, Cummings, and W. H. Merrit, Esqs., view to show the probable support which will be given to the proposed bridge.

P. Carroll, Chairman; J. T. Wilkson,

Secretary.

Suspension Bridge at Niagara Falls.

We find the following notice in the Utica Gazette, and a similar one in the Philadelphia Ledger. We are gratified to learn that public attention is turned seriously to this constructed below the falls upon the most approved plan, by which the American and Canadian railroads may be connected, and it will of itself be a curiosity worth a long journey to look at.

Should such a structure be decided on, Mr. Charles Ellet, Jr., of Philadelphia, or Mr. John A. Roebling, of Pittsburg, may gather new laurels in that branch of engineering.

"Charles Ellet, Jr., an engineer, of Phil-tions making in other places to connect us jor. C. B. Stuart, of Rochester, inspected the

roll, be appointed to confer and submit reso-below the cataract, and near the whirlpool, where the distance from one high bank to The above committee reported the follow-the other does not exceed 700 feet. The cost ing resolutions, which were unanimously ap- of a hanging bridge at that point, of sufficient strength to sustain the weight of a rail-Resolved, That it is desirable that a bridge road train or any other burden which may should be constructed across the Niagara ri- be placed upon it, and made in the best and ver, at or near the falls, as the said bridge securest manner, is estimated by Mr. Ellet, would afford a great convenience to the inhab- at \$200,000. He offers to construct such a

Union of Railroads.

Economy, safety and efficiency will, we think, be promoted by the union of short and appointed, who will frame the necessary bill continuous railroads. Unity of action is esor application to their respective legislatures, pecially desirable in railway management, for an act of incorporation, with a capital not and we are therefore pleased to learn, as we exceeding £75,000 (\$300,000.) do from the following, which we find in the True Sun, that the committee of the Worcester Clisson House, on the Canada side of Niaga-Thos. C. Street, Esquires, of Canada West, and Western railroads have agreed upon ra falls, on the subject of a bridge over the and Lot Clark, G. W. Holley, Samuel De terms of union. We hope the shareholders will ratify this agreement if it is an equitable one; and we should like now to see a union of the roads west of Albany, under a management which will increase the speed and reduce the charges—and thereby double, we hope, its receipts in a few years. Who will not join in this desire?

> "We understand from the Albany Citizen that the committee appointed for the purpose by each of the above corporations, have agreed upon the terms for the union of these two roads under one corporation, to be called the Boston and Albany railroad company.-Among the terms agreed upon, we have been informed one is that the stockholders of the Worcester railroad, for every five shares of their stock are to receive six shares in the new company. The agreement is to be acted upon by the stockholders of both corpora-

tions."

Railroad to Lake Eric .- We take the following from the St. Louis New Era, of 18th ult., for the purpose of repeating the remark of the writer, that "now is the time for St. Louis to act." The writer says:

"While our eastern friends are stirring with their various railroads, all with a view subject. Let there be a suspension bridge to secure the trade of the western valley, does it not become us of the west to second their efforts, and commence a work here and meet them half way. I notice there has been a meeting of the citizens of Toledo, in Ohio, at which a project for a railroad was recommended, commencing at Toledo, on the Maumee river, and extending through Indiana to some point in Illinois, with a view to its termination at St. Louis.

" Now, what will our capitalists and enterprizing business men do to further the exer-

"Will not those who are most deeply inlocalities in the vicinity of Niagara falls, with terested in the future prosperity of the city a view of ascertaining the practicability of a confer together and recommend something to men, consisting of Messrs. Curtenius, De suspension bridge across the Niagara river, be done to promote the object in view? Shall Veaux, Stuart, Cummings, Street, and Car. "There is a point, about a mile and a hall we be slumbering all the time, and fold our arms in quietness, as if we had no part or lot convenience to the people in having these buildings in the matter?

"If nothing can be done in our own state, to establish a system of internal improvement can we not appeal to our friends in the neighgreat work of uniting the east and west?

"To this point a railroad must one day. sooner, or later, centre, and those who are on the alert to secure first the completion of a road directed to this city will derive immense

advantages.

" It needs only a glance at the map to point city, and that, in my humble opinion, is to Vandalia and Terre Haute, on the Wabash, and so on through Lafayette to the lake at

"I hope, sir, the attention of the public will be aroused to this important subject, and that meetings will soon be held to take into consideration the whole matter.

" Now is the time for St. Louis to act, and what is done let it be done quickly."

Our citizens, says the Pittsburg Gazette, will be no little gratified to read the proceedings of the railroad meeting in Bedford. As information on the subject of the right of way extends, the people of Pennsylvania will be doubt they will be successful. found acquiescing in the justice of yielding this grant. It is one of those questions which only needs to be examined with unprejudiced minds to secure conviction. We hope our Philadelphia friends will yet see this subject in its true light. We should be sorry to differ with them, or to see hard feelings engendered in the western and southwestern portions of the state, against that city on this question. We want to see her go on with her Sunbury railroad, and we wish to unite with her in amicably procuring the necessary legislation, and as far as our means will admit, in helping her to build the branch to this city; but we are pursuaded that a good deal depends upon her course in respect to permitting the Baltimore road to terminate at Pittsburg. The feeling on this subject is so deep in this whole section, that irritation, deep in this whole section, that irritation, heavy, substantial Post and Rail fence upon each however improper, will certainly be excited side of the Roadway. by pertinacious opposition on the part of our eastern sister. If Philadelphia would lose anything by that road coming to Pittsburg, we might acquiesce. But we are satisfied this will not be the case, it will require a great deal of equanimity of temper to sit quiet under an irreparable injury done to the southwestern part of the state, as well as to our state works, should Philadelphia opposition frustrate the just demand made.

We fully concur with the editor of the Gazette, in the opinion that "information on the subject of the right of way" is only necessary to induce the people of Pennsylvania to acquiesce in the justice of granting it to the Baltimore and Ohio railroad company, o reach the Ohio at Pittsburg. With the same propriety might the people of Philadelphia, or any other city, object to having houses and stores erected within their boundries by Bostonians, or others from abroad, because the rents would be carried out of Philadelphia. Yet we apprehend that the expenditure of the capital in erecting the buildings, and the increased value given to property thereby, and the

erected by which they may have a choice of location, will be more than equivalent to the inconvenience of having the rents carried out of Philadelphia for expenditure. And then, again, there is at least boring states to lend us a helping hand in the an equal chance that the rents derived from this first outlay, will be invested in new buildings_at least such will be the influence of the construction of a good railroad through almost any part of the state. The advantages to Pennsylvania will far ontweigh, at least an hundredfold, any disadvantage which may by possibility result to Philadelphia. Indeed, we feel assured that Philadelphia will be diout the direction of a road leading from this rectly benefitted by every main line of communication from the west to the Atlantic, even those through Virginia and Georgia, as well as through her own territory. Their influences will spread in every direction-but especially northward, through all the Atlantic cities, and If Philadelphia does not receive her full share of benefit, it will be because her citlzens do not improve the natural advantages of their position.

> More Railroads.—By a notice in another column, it will be seen that the enterprizing citizens of Shelbyville and Shelby county, are about to make an energetic attempt to construct a branch railroad from Shelbyville to Edinburg, the present depot of the Madison and Indianapolis railroad. We have no

A railroad is also talked about from Centreville to Connersville, or some other point on the canal line between that place and Cambridge. One half of the stock will be taken at Centerville. Go ahead, and we'll can be formed of the probable expense of publishing the work, proposals will be issued for the same. All the tracts of Coal land will be designated on the Map of the Schuylkill Coal Region, soon have an extension of the same to this place. - Indiana State Sentinel.

That is the way it will work-make one railroad, others are sure to follow.

NOTICE TO RAILROAD CONTRAC-tors. Proposals will be received at the office of the Pittsfield and North Adams Railroad Corporators. Proposals will be received at the office of the Pittsfield and North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next, 1st. For the Graduation, Masonry and Bridging of 18½ miles of Roadway.

2d. For furnishing the Timber, Chairs and spikes and laying the Superstructure.

3d. For furnishing Materials and Building a

and laying the Superstructure.

3d. For furnishing Materials and Building a

The approximate quantities are as follows, to wit: 600,000 cubic yards of Excavation and Embank-

6,500 perches of Masonry.
500 feet of Bridging.
43,000 chestnut or white oak Cross ties, 5 inch face
7 inches between faces and 7 feet long.

500,000 feet board measure, Hemlock sills 3 in. x 8 in. x 18 feet long.
150,000 feet board measure, Hemlock sills 3 in. x 8

in. x 6 and 12 feet long.

70,000 fence rails 12 feet long, either split from thrifty Chestnut of a size not less than 5 in. x 2 in. measured across the centre of the smallest end, or sawed from Spruce timber with square edges, 5 in. x 11 in. or from Hemlock 5 in. x 2 in.

18,000 Chestnut fence posts, holed with 4 holes 7 feet long and measure not less than 8 in. x 4 in, across the centre of the smallest end.

45 tons of Hook Head Raitroad Spike. 90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready for examination on and after the 15th December.
FREDERICK HARBACH,

Resident Engineer.
Office of the Pittsfield and North Adams Railroad Corporation.

Pittsfield, Nov. 26th 1845.

GENERAL COMMISSION MERCHANT and Agent for Coal, and also Iron Manufactures, etc.

No. 1 CITY. WHARF, Boston. Advances made on Consignments. Refer to Amos Binney, Boston.

Grant & Stone,
Brown, Earl & Erringer,
Weld & Seaver, Baltimore.

December 8, 1845. 1m 50

HE SUBSCRIBER, EDITOR AND PUB-HE SUBSCRIBER, EDITOR AND PUBlisher of the Miners' Journal for the last sixteen years, has been engaged, for the last year in collecting the materials for a work, for which he has secured the copy right, in the following words:—" A history of the Anthracite Coal Trade of Schuylkill and the adjoining Counties, Geological and Statistical, accompanied with Maps of the different Regions, the Improvements, Investments, Capacity, etc., embracing a complete and authentic history to the present time, to which will be appended a Synopsis of the Iron Trade."

It is our intention to embrace everything of inter-

It is our intention to embrace everything of interest in the work, connected with the trade, up to the beginning of the year 1846, prepared and arranged with a view of continuing the publication, at periwith a view of continuing the publication, at periods of five or ten years, with such additions as the increased trade will warrant. These branches of trade have assumed an importance which will warrant such a publication; and he feels confident, that with the proffered aid of several gentlemen and the statistics already in his possession, he will furnish the public with a work, which, if not one of the most interesting in its details, it will be of great value to those engaged and interested in these branches of business. ches of business

which will accompany the work.

Pottsville, Nov. 13, 1845. BENJ. BANNAN.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required

RAILROAD IRON.—THE "MONTOUR Iron Company," Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO., Agents.

Corner of Cedar and Greenwich Sts.

VESTERN AND ATLANTIC RAIL-road. The Western and Atlantic Rail-road is now in operation to Matreates and will be opened to Cartersville, in Cass county, on the 20th of Octoberand to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

48 ly

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to pledge their property and franchise for the purposes of extending their road from its present termination to the city of Albany, and for other purposes.

Dated Nov. 20th.

48 6t

Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North
Andover, Bradford, Haverhill, Atkinson, Plaistow,
Newtown, Kingston, East Kingston, Exeter, South
Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick,
Weils, Kennebunk, Saco and Scarborough.

Winter Arrangement 1845 & 6 Chandada.

Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted.) as follows, viz. Leave Boston for Portland at 7½ a.m. and 2½ p.m. Leave Boston for Great Falls at 7½ a.m., 2½ p.m. Leave Boston for Haverhill at 7½ a.m., 2½ p.m. Leave Boston for Haverhill at 7½ a.m., 2½ p.m. Leave Boston for Haverhill at 7½ a.m., 2½ p.m. Leave Portland for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 6½ a.m., 9½ a.m. and 4½ p.m. Leave Haverhill for Boston at 0½, 6½, and 11 a.m., and 6½ p.m.

Special Train.—A special train will leave Boston for Andover at 11½ a.m., and Andover for Boston at 3½ p.m.

Goods consigned to S. C. Railroad Co. will be

31 p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage. Passengers are not anowed to carry Baggage, above. \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

October 20, 1845. 43 ly Super't.

October 20, 1845. 43 ly Supert.

PRING STEEL FOR LOCOMOTIVES,
in manufacturing Spring Steel from 14 to 6 inches
in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and
wherever used, its quality has been approved of.
The establishment being large, can execute orders
with great promptitude, at reasonable prices, and the
quality warranted. Address

JOAN F. WINSLOW, Agent,
j523 Albany Iron and Nail Works, Troy, N. Y.

Working Models of the Safety Switch may be

No. 4 Sout Fronth St. Philadelphia Pa.

No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving
and other locomotive wheels, axles, springs & flange
tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with
wrought tires; axles of best American refined iron;

springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery
of all descriptions and of the most improved patterns,

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press acrews; callenders; lathes and tools of all kinds; iron and brase

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York

ROR SALE AT A SACRIFICE—A LOCO-motive Engine, 4 wheels and Tender. Cylin-ders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and wa-ter, about 9 tons. This engine and tender are new, ter, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse ""

1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists, Alexandria, D. C. May 12tf

BOSTON AND MAINE RAILROAD. GEORGIA RAILROAD. FROM AUUpper Route. Boston to Portland via, Charlestown, Somerville, Malden,
This Road in connection with

the South Carolina Railroad and

Goods consigned to S. C. Railroad Co. will b forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent.

44 ly Augusta, Oct. 21 1845.

ICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the prin-

only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-

port, Mass., and at the office of the Railroad Journal New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, ja45 Reading, Pa.

CEORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 1½ in to 2½ in thick.—bored and turned
outside if required. Railroad Companies wishing
to order, will please give the exact inside diameter, to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jaca Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shatting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ole and economical construction, and very effective Iron and Brass Castings of all descripions.t

TO RAILROAD COMPANIES AND MANufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45

N. E. cor. 12th and Market sts., Philad., Pa. 31

STOCKTON & FALLS.

NORWICH AND WORCESTER RAIL-Road. On and after May 22, 1845, Trains will leave as follows, viz:—

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 41 p.m. Leave Worcester, at 10 a.m., and 41 p.m.

The morning train from Norwich, and the

morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Norwich and New York, at 94 p.m., dany, except Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 74 a.m., daily, except Sunday, and arrives in Norwich at 94.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

when paid in the cars,
EMERSON FOOTE,

Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets in a solidity for years. Solidity for years. For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,

Orders for the above will be received and promptly attended to at this office.

SUMMER ARRANGEMENT--FARE REDUCED.

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves 425. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston 21; Baltimore to Weldon 710; Baltimore to Petersburg 750; Baltimore to Richmond 77. Richmond 7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.;
arrive in Baltimore at 21 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steemboat.—
Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and ar
rive in Washington at 7 p.m.

Poston AND PROVIDENCE RAIL-road. Passenger Notice. Winter Arrange-ment. On and after Mon-day, Nov. 3, the Passenger Trains will run as follows

For New York—night line, via Stonington.— Leaves Boston every day, but Sunday, at 4½ p.m. Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m. Dedham trains, leave Boston at 9 a.m. 3, 5½

and 10 p.m. Leave Dedham at 8 and 101 a.m., and 41 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and

Stoughton trains, leave Boston at 12 m. and p.m. Leave Stoughton at 8-20 a.m. and 21 p.m. All baggage at the risk of the owners theneof. N.B. The last train to and from Boston and Ded-4 p.m.

ham, will be omitted in case of a severe snow storm. W. RAYMOND LEE, Sup't. 31 1y BRANCH RAILROAD and STAGES COnnecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. A the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Pro-vidence, to and from Bristol, via Warren, R. I.— Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant. Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc. For passengers, the new, and commodious steamboat

31 ly

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg Gettysburg Chambers. Columbia \$2 621. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Penn

whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg. Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket of-

rice daily, Sundays excepted, at 3\(\frac{1}{2}\) p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.
Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing daria any passenger train. D. C. H. BORDLEY, Sup't. Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST.
Have now on hand and for sale,
tons 24 x i inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 21 x 1 inch Flat Rails.
Also—A STEAM PILE DRIVER, built by

"Dunham & Co." which has never been used, and cost originally \$5000.

DALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the
Great Western Mail leaves Baltimore every morning at 71 and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conneting daily each way with—the Washcock, connecting daily each way with—the Wash-ington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia

and with the lines of Post Coaches between Cumand with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

and from Frederick to Baltimore at 8 A. M. WASHINGTON BRANCH. Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 51 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13 1y

ENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.

This Road is open for the trans-

Freight. Rates of Passage, \$8 00. Freight—
On weight goods generally... 50 cts. per hundred On measurement goods ..... 13 cts. per cubic ft. On brls. wet (except molasses

and oil)......\$1 50 per barrel.

In bris. dry (except lime).... 80 cts. per barrel. On brls. dry (except lime) ... On iron in pigs or bars, cast-ings for mills, and unboxed

40 cts. per hundred.

Gen'l. Sup't. Transportation.

EXINGTON AND OHIO RAILROAD Trains leave Lexington for Frankfort daily at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 35 ly

BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, Peter Cooper, Murdock, Leavirt & Co. New York.

J. Triplett & Son, Richmond, Va.
 J. R. Anderson, Tredegar Iro Works, Richmond, Va.

mond, Va.

J. Patton, Jr.
Colwell & Co.
J. M. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.

35 1y

RAILROAD IRON AND FIXTURES.
The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 30 Wall st., N. York.

NEW YORK AND HARLEM RAIL-Road Company.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,)
Morrisiana, Fordham, Williams' Bridge, Hunt's
Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1
and 3:30 p.m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11-30, 2-30, and 4-30 p.m. for Williams' Bridge.

Leave White Plains for City Hall-8-10, 11-10 a.m., and 1-45, 4-10 p.m.

Leave Tuckahoe for City Hall—8-20, 11-20 a.m., and 1-55, 4-20 p.m.

Leave Williams' Bridge for City Hall—7:45, 8:45, 11:45 a.m. and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morisiana for City Hall—8:10, 9:10, and 10 a.m., and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7.30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.

to the state of the weather.

THE LONDON RAILWAY RECORD,
Edited by Mr. JOHN ROBERTSON, A. M.,
(connected from the commencement with the Weekly Railway press of England.)

The Railway Record is acknowledged to be the
leading English Railway Journal, and is published
twice a week in London, namely on Wednesday
and Saturday. It contains copious and correct reports (by special reporters) of all-railway meetings
in the United Kingdom; ample Share Lists and
Traffic Tables, showing the length, cost, capital and
selling prices in the principal markets, with Editorial articles on the leading Railway topics of the
day. The Railway Record contains also, a complete
resume of French, Belgian and other foreign Railway affairs. way affairs.

Subscriptions 13s, per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Called St. London. Office 153 Fleet street, London. 46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size without whit newspaper. into a sheet of the same size, without ship news, prices current or advertisements.

ces current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF ISUBSCRIPTION.

For the Daily Courier, for one year, in advance \$8,00

For the Semi-Weekly Courier, for one year. 4,00

For the Weekly Courier, for one year. 2,00

JOSEPH T. BUCKINGHAM.

EBIN B. FOSTER.

# AMERICAN RAILROAD JOURNAL,

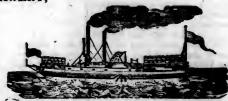
## AND GENERAL ADVERTISER



FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

#### ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. I., No. 51.1

THURSDAY, DECEMBER 18, 1845.

[WHOLE No. 494, Vol. XVIII.

THE AMERICAN RAILROAD JOURNAL! is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these uudertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

## One page per annum. \$125 00 One column " 50 00 One square " 15 00 RATES OF ADVERTISING.

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Professional notices per annum..... 1 00

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Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)

OCCUPANT A CHOCKNEY DE DESCRIPTION OF THE PASSET

den, Agent. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

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NORRIS, BROTHERS, Philadelphia. Pa.

KITE'S Patent Safety Beam. (See Adv.) FRENCH & BAIRD, Philadelphia, Pa. (See Adv.) NEWCASTLE MANUFACTURING COMPA-

NY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Com-

pany.

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HINCKLEY & DRURY, Boston.

C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.

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A. & G. RALSTON & Co., Philadelphia, Penn. (See Adv.)
THOMAS & EDMUND GEORGE, Phile lelphia.

(See Adv.)

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

#### KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance oo since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the pargers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had pass-ed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of acci-

dent would unavoidably have much injured it, perthen would unavoid the many factor in personal thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

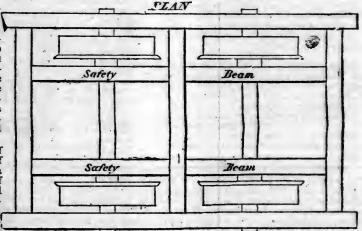
The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

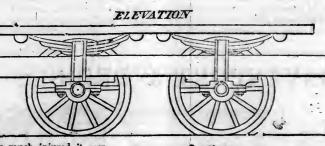
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

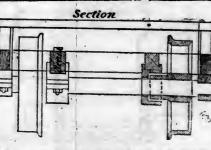
JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

The A model of the above improvement is to be seen at the New Jersey railroad and transportation effice, No. 1 Hanover st., N. York.







DATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-

their orders as early as practicable, as the subscriber is desirous of extending the manufeturing so as to keep pace with the daily increasing demand.

ja45

#### FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

NO THOSE INTERESTED IN Railroads, Railroad Directors

PATENT HAMBRED BAHROAD, SHIF
and Boat Spikes. The Albany Iron and Nail
Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat
Spikes, from 26 to Binches in length, and Goany form
of head. From the excellence of the material always used in their manufacture, and their very gontheir of head. From the excellence of the material always used in their manufacture, and their very gontheir of head. From the excellence of the material always used in their manufacture, and their very gontheir of head. From the excellence of the interial always used in their manufacture, and their very gontheir of head. From the excellence of the material always used in their manufacture, and their very gonbut as to quality and appearance. All orders add
dressed to the subscriber at the works, will be prompt,
be exceuted. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had a finetory prices, of
Erastus Corning & Co., Albany; Hart & Merritt,
New York; J. H. Whitzer, do.; E. J. Etting, Philadelphia; Wm. E. Collan. SHIF AND HOAT

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ATTES. BLEED AND SHIF AND HOAT

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The collans and their very gonwhich after five years' successful operation, and now
almost universal use in the United States (as well
as England, where the subscriber bottained a patent
are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes
having countersink head suitable to holes in Troy.

All orders directed to the Agent, Troy, N. York,
will be punctually attended a patent
are fashened with Spikes made at the above named
factory—for which purpose they are found invaluatile, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,
will be punctually attended to

Year. All orders directed to the Agent, Troy, N. York,
will be punctually attended to

Year. All ord

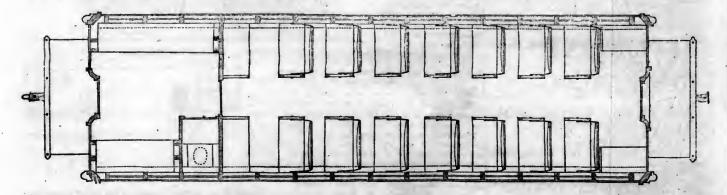
Philadelphia, Pa., April 6, 1844. * .* The letters in the figures refer to the article given in the Journal of June, 1844. ja45

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Benttey, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by FORCE, GREEN & CO. New York.

## DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They iso furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

THE NEWCASTLE MANUFACTURING

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON
Mar. 20tf

A South Front St., Philadelphia.

CUSHMAN'S COMPOUND IRON RAILS.

Cushman's Compound IRON RAILS.

Cushman's Compound IRON RAILS.

Cushman's Compound IRON RAILS.

To RAILROAD COMPANIES and Buillo
ERS OF MARINE AND LOCOMOTIVE
ENGINES AND BOILERS.

PASCAL IRON WORKS. improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others in-The New CASTLE MANUFACTURING Tompany continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale all orders

The works being on an extensive scale all orders

The works being on an extensive scale all orders

The WC C. CUSHMAN, Civil Engineer. use flat bar rails are particularly interested, as such are permanently available by the plan.

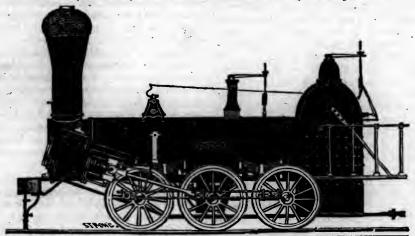
W. Mc. C. CUSHIMAN, Civil Engineer,

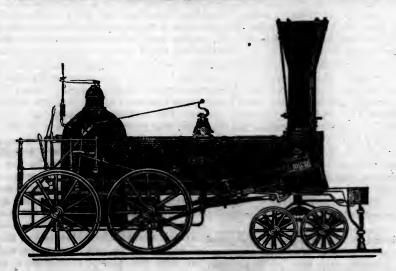
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

#### NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomptives of the following descriptions, viz:

Class 1. 15 inches Diameter of Cylinder, × 20 inches Stroke. × 24 66 14 . 3, 66 × 20 66 144 6. 66 × 20 66 121 33 66 32 4,  $\times$  20 66 5, 66 " 44 33 : 111

X-18 104 With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Cistings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomptives, Tenders and Cars.

66

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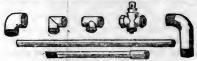
23

6,

NORRIS, BROTHERS.

#### WELDED WROUGHT IRON TUBES

From 4 inches to \$\frac{1}{2}\$ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, \$\tau\$, \$\frac{1}{2}\$, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by MORRIS, TASKER & MORRIS.

Warehouse S. E. Corner of Third & Walnut Street PHILADELPHIA

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at for Rails of all killus. Additionally Maryland. WILLIAM YOUNG,

President.

TO IRON MASTERS.—FOR SALE.—MILL
SITES in the immediate jy451m President. SITES in the immediate neighborhood of Bi-luminous Coal and Iron Orc, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald

Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL V Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable

to do any kind of work.
Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop. pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys; &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x451 feet two stories high, with a shed part 451x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven.

Store house—a range of buildings for storage, etc.,

Store house—a range of buildings for storage, etc.,
200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide two stee.

Boiler house 50 feet long by 30 feet wide, two sto-

Blacks nith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
[2013]

CYRUS ALGER & CO., South Boston Iron Company.

Gov. McDowell, of Virginia, is truly gratifying to able that however exclusive and local its or-daily liabilities, without property to convert those who have so long advocated the better improvedinary benefits may be thought to be, here at into funds, without credit to borrow them upment of the age. The preference he exhibits for least is one vital particular in which the berailways, carries great weight with it, as the merits nefit will be acknowledged by the judgment completed of the 480 committed to its charge, of railways compared with canals, has been fully and patriotism of all to belong to the state and with but a single year remaining of its discussed by the press in Virginia, at public meet- Hence, too, it seems, that the Atlantic and chartered time to complete the residue; thus ings called for that purpose. It comes very oppor-tide water section, assumed to be the most in-situated, it can hardly be doubted that any tune for the reflection of our executive and the next dependent of all others of this policy, has further reliance upon it to prosecute and finlegislature. Virginia caught the canal mania from yet an eventual interest in it the greatest of all, ish its work is a mere illusion, which could the success of New York with the Eric canal. Near for there is no other to which its succor can end only in disappointment and delay. The \$7,000,000 has been expended on the James river ever be so helpful in that last extremity which whole dependence of this company for some canal, and \$12,000,000 on the Chesapeake and Ohio. casts life and property, and everything which time before it stopped its operations was, in Neither of these works have yielded any return for is precious to a people, upon the hazards of some form or other, upon the aid of the state, so large an outlay. It is now reduced to a certain-the sword. ty, that a great central railway, through Virginia, will, with the aid of the Baltimore and Ohio railroad, supercede both these canals.

in place of the Black river canal, with half a million, the above mentioned works.

and the military defence of the state, always ways been, how to provide for them all at state, it is the clear duty of the legislature to apparent, and always felt, has become stronger and more admonitory by far since the successful introduction of steam vessels upon the other hand, to apply the resources of the cation under the most public and searching sea; an event which is destined to affect the state to each one separately and in turn withwarfare more redically then the cate of the state to each one separately and in turn withwarfare more radically than the commerce out exciting the distrust and hostility of the of nations, and one which it is highly important for us and all others to consider and provide for who have a maritime border to be provision, it is still certain that no measure ing it only in its actual condition, and seeing defended. Happily for Virginia, in this mat- can command the confidence and co-operation that it has accomplished all that it is able to ter of defence, she is invulnerable except from which are indispensable to final success, that accomplish, that it is powerless to do anythe sea. Perfectly secure on the side of the do not, in some form or other, convey a sathing more, and that it is radically unfit, by these, are to be found her battle fields. Unhas been contingently subscribed for its benewhole line of its work, or of the unfinished assailable by any but a naval power, should fit, should not be withdrawn—the west, that power be Great Britain, with her North the promised connection between the tide ecute it on its own account, with all the vigor tainty, as to time, of exact calculation, she claims, which have been so long and so injucertain, from anything that can be now seen, would no doubt rely upon her war steamers as her engines of assault, and with these and that the request which it now makes, if be put to the extension of the work, and the to be always provided with an army in gar- with. rison adequate to any emergency, unless we own forces which was equal to hers. Such I regret to inform you that it is in no better a power, would a well arranged and connect situation, as to its progress, than it was a year ago, nor likely to be in any better one, with such a system pervading the state, and in that respect, a year hence than it is now, her own work, and her utmost exertions are stated and value, is emphasized by the state will promptly interpose to protect and state will promptly interpose to protect and save herself. The work, in all its never ago, nor likely to be in any better one, her own work, and her utmost exertions are stated and value, is emphasized by the state will promptly interpose to protect and sta accessible at all points for every description unless the company shall be supplied with should be freely given to carry it through. of necessary supply, the state itself would other funds than its own to go on with its become, in effect, an extended military camp, work. It is now upwards of three years whether by railroad, canal, or some other, with the faculty of immediately combining since all operations upon this line above this object can be best accomplished, is a her whole disposable power of men and Lynchburg have ceased, and ceased for question of some difficulty, and one upon means wherever and whenever her purposes want of means to do more. The means the which a few remarks may with propriety be of defence might require. Looking at this company cannot raise upon its own respon-offered. as one of the triumphant and conservative sibility, nor out of any property which be- Having examined this question with a

The following extract from the late message of results of the policy in question, it is undenillongs to it. It is without funds beyond its

We have two lateral canals in this state, on which of internal improvement than that which I the management of its money, and in this \$6,000,000 have been expended, requiring \$3 to \$4,- have heretofore recommended. So long as light, considering that it is mainly a corpor-000,000 to complete them. Will the state aid a rail- the western, northwestern and southwestern ation of corporations, whose several functions way from Rome to Watertown and cape Vincent, portions of the state are without the commer- have nothing in common with railroads and to get clear of a bad bargain; and say a million to one of them can be passed by without abso- to itself, it is perhaps as little suited for the the Attica and Hornellville railway, to supercede lute injustice. Each one is in need of the application of the public funds, as any agent the Genesee valley canal, and thus save millions of helping hand of the state—each one is entito which the legislature could ever think of dollars, as railways are desired to supercede but dollars, as railways are destined to supercede both thed to receive it, and each one is capable of committing them. As every dollar, therefore, "The connection, also, between this subject A main difficulty in relation to them has al- prosecuted, must come, if at all, from the Allegheny against all the world, and scarcely tisfactory assurance to each particular section reason of its peculiar structure, to act as agent less so on the right and left through the pow that it will not and cannot be neglected. The of the state in what remains to be doncer of contiguous states, the Chesapeake and nature and extent of that assurance, I leave seeing this, I cannot recommend too strongly its estuary waters are the only inlets by which to be devised by yourselves. The northwest the immediate adoption of such measures as a foreign enemy can ever approach her .- should be satisfied that if nothing more is shall be necessary to repossess the state, with Here, then, on these, and on the margin of given, the million of dollars at least which the consent of the company, either of the American possessions as places from which water and the Ohio should be made good- and despatch at its command. Should this she could descend upon us with all the cer- and the southwest, that its many and its just be declined by the legislature, it is nearly could effect so rapid a concentration of her not substituted by something better, shall be large commercial interests depending upon it force upon our ocean border, as to compel us fully, immediately and heartily complied be thereby abandoned. Under the pressure

its whole dependence now for the continuance In order to carry these views into anything of these operations, is upon the same aid. If like a corresponding effect, I could not predict it is granted, the company becomes neither sent to your consideration a narrower range more nor less than the agent of the state for cial outlets which they ought to have, neither canals, and that its responsibilities are only making an ample requital for all it may get, of the money upon which this work is to be

Without adverting to the administration of of this overruling necessity, it may well be In relation to the improvement entrusted expected that all minor objections to the plan had an inland power of concentration for our to the James river and Kanawha company, of state execution will be given up, and that

By what mode of improvement, however,

good deal of care, I am satisfied that a rail- three and a half days to make it by Wheel- its road. We are happy to learn that it is way, all things considered, is to be preferred; ing through Baltimore and Philadelphia to the determination of the company to proceed it is to be taken, in a way quite impossible to a canal, it has in this circumstance a far of construction. Besides this, it is undeniamy, depends more really and truly upon it than it does upon the amount of the expenditure itself. Judged; therefore, by this definiboth. If it is not suitable for that of persons, or so much less so than neighboring and ri-showing a progressive power of accommosteamer of the first class. then it is at once deprived of its most essen-uses can ever require. tial means of usefulness and support, for all commodities requiring transportation none require it so much as persons, and of all others adopted, should begin, and by what particu-places. none pay to the carrier so certain and so high lar route it should be conducted, are controworks intended for public accommodation upon passengers for its principal revenue, is such and so well ascertained, that no costly and extended one depending for the most part upon the business created by itself, it may be accomplished; section will contend against with its woody isles, and inviting bays—and the commonwealth will continue them. In order, therefore to answer public to be what it has long been improverished by lake as a divinity. He sailed alcorate this great and indemnifying source of profit ficient degree, by a simple recurrence to the the pater and the ave.

must be chiefly if not entirely lost. But this rate of taxation which was fixed by the reve "In 1671, a congress of the nations asnot even the canal could afford, were it ever nue law of March, 1843." so perfectly executed, and were it at this hour actually open for use in connection with mond, while it would require about three, or change of location of a part of the route of head springs of the St. Lawrence, the Mis-

remuneration and repair.

In addition to this it may be remarked, that be done. tive test, the true question of cost which is at it is the peculiar and happy faculty of this the improvement which is intended to meet only by the fears of the passenger, the rate intend to sustain their reputation. and answer these wants, must be commensu- of burden transportation has been gradually rate with them, and as they extend to the raised from some three or four times the val improvements, as to be rejected for them, dation for all uses, at least as great as those

steamboat navigation on the Kanawha river, will be seen by a notice in this paper, that armies of France. On this spot, one hundred Were it so, it would require about five days this company will apply to the legislature and seventy-four years ago were congregated to make the passage from that river to Rich- for an increase of its capital stock and a the envoys of the wild republicans, from the

that it will cost the least—pay the most in return—accommodate the best—have the most cases, would be decisive with dition as the great connecting link between most to gain by the progress of mechanical the traveller in turning him from ours to another nand southern lines. The route invention, and when completed will best pro-mote the general purposes of moral as well made upon the unfinished line of the James to proceed from the village to the summit, as physical improvement. These general river and Kanawha company to Point Plea-without stationary power; and for this purpoints, embracing substantially all that is shorter to Guyandotte, it would afford the pose competent engineers are already engawanted in any plan of improvment, I submit shortest connection in time by which to reach ged, and have arrived here to make the netto your judgment in much confidence, that New York through Richmond, and would cessary surveys. The track will be entirely the more they are examined the more they it which the canal would lose. But that is in width with the New York and Erie railof cost upon comparative data, it is evident in the first place, that as a railroad can accurred. This is the peculiar and controlling ted to Owego, the cars can at once run from commodate itself to the country over which it is to be taken, in a way quite impossible to superior for passenger transportation, the rail
New York termination of that road. A very way relies upon that for its expenses, and is little expense will establish and keep up the greater command than the other over its cost thus enabled, where the reliance is a safe one, connection of the two great lines, by this to relieve the freight out of the profits of the crossing, in winter as well as summer. It ble, that the cost of an improvement as a fi-travel, and especially would it be enabled will be in advance of all other similar enternancial question, or question in state econo-thus to do in the case of a state improvement prizes, the most feasible and least expensive. my depends more really and truly upon it where the charges will be restricted to mere Men of stability and enterprize have taken it in hand, and the work, we feel assured will

We find the foregoing statement in the Ithaca issue between these respective plans of im- kind of road that it can be adapted to any Chronicle of 26th Nov., in relation to the reconstrucprovement is, which will afford the best re rate of movement, and any one of burden, tion of the old Ithaca and Owego railroad, which is turn upon its outlay, or which, in other and with an apparent capacity under the pro- now called the Cayuga and Susquehanna railroad. words, for it is the same thing, will best meet gress of mechanical invention for an almost We like this early movement on the part of the citand best answer the general wants of trans-indefinite increase in the degree of both. izens of Ithaca. They have always been noted for portation? To this the reply is obvious, that While the rate of passenger speed is checked their enterprize, and this is an indication that they

We wish "Raymbault" could revisit the "Soo" transportation of persons as well as of pro- weight of the engine to some twenty times again about ten years hence, when he would find perty, it must be suitable and sufficient for that weight, and the engine itself increased a magnificent ship canal there with locks which

> Sault de Ste. Marie.—"The falls of St. Mary, or the 'Soo,' as here called, are about At what point on the line of the James ri- eight hours of steam sailing from Mackinaw,

"It is now two hundred and four years a profit upon so small an amount of bulk, in verted questions of exciting local interests, since Raymbault first saw the falls of St. surance and risk. Any improvement which I commit to you in the perfect confiwill lose these, will lose the very best of its dence that there will be found justice, disinfirst expedition west—he passed over 'the
customers, and will be in constant danger,
terestedness and firmness enough in your beautifully clear washinglesses of belleville. besides, of losing the power to maintain it-body to settle them aright. No people has thickly clustering archipelagoes of lake Huself. Indeed the uniform reliance of most ever been more admonished by bitter experi-ron,' and ascending the river, reached the ra-

them. In order, therefore, to answer public to be what it has long been, impoverished by lake as a divinity. He sailed along the great wants, and to sustain itself, the improvement the very multitude of its blessings. wants, and to sustain itself, the improvement the very multitude of its blessings.

lake, passed the 'pictured rocks,' built a chapel, and we are told the Indians, who never river, must afford to the travel between that lation upon this subject may require, I reriver and the Atlantic as desirable and decid-spectfully submit it as a suggestion, that they upon him, and his picture of hell and the ed advantages as any other improvement, or may be obtained, in a great and perhaps suflast judgment, and he taught them to chaunt

sembled here—it was a most singular and extraordinary congress of native Americans, Cayuga and Susquehanna Railroad.—It and brilliantly clad officers from the veteran

of the French king. 'The imposing cere-slightly at all times above the ends of the large quantities. Where shall we get it if we do mony is thus described: 'A cross of cedar plank; that the plank should be kept covered not make it? mingled on the beautiful banks of the St. nent depth of at least one half of an inch;— Extension in the Application of Iron in Mary, where the bounding river lashes its that no wain of over an inch should be per- France—Iron Railway Carriages—Iron and chaunted to its glory,

"The banners of Heaven's King advance, The mystery of the cross shines forth.

lake Superior.

found here 200 years ago.

traders a century ago, so now, in 1845, is the that, for reasons which we deem perfectly ry's the resting place of eager, enterprizing twelve or less than six inches wide." and scientific adventurers."-Cleveland Her.

#### Plank Roads.

This kind of road has, we understand, been conand with entire success. They must be very suitagreat thoroughfares; and we are pleased to learn that an experiment is to be made with them in conand Salina northward. Its success under the

this road, Thomas G. Alvord and George not even been a tendency to a decline.-Geddes, of Syracuse, have recently visited Scotch pig has sold at from 80s. to 83s., and Canada, for the purpose of examining the in some few cases as high as 85s.; the averplank road in operation there. The result of age quotation may, however, be taken at 83s. their observations appear at length in the last Welsh pig from 105s. to 115s.; railway bars, Onondaga Standard, and contains much interesting information on the subject. The following paragraph seems to be the substance of their conclusions, and we insert it for the henefit of such as feel an interest in the constinuous standard and contains much interest in the constitution of their conclusions, and we insert it for the henefit of such as feel an interest in the constitution of the substance of their conclusions, and we insert it for the substance of their conclusions, and we insert it for the substance of their conclusions, and we insert it for the such as feel an interest in the constitution of the such as feel an interest in the constitution of the such as feel an interest in the constitution of the substance of the such as feel an interest in the constitution of the substance of t

and permanent roadbed than any other greater width can make: that two stringers, stout enough to hold a pin of size sufficient to keep the plank in their place is all that is to keep the plank in their place is all that is necessary; that great care and precaution should be used in so preparing the earth that manufacturers that they have every inducement to 15s. to £15, at St. Dizier, six months' credit, the plank should at all points bear equally push their operations to the utmost of their ability; and 3 per cent. discount."

knowledged themselves under the protection sides should be so graded as to be elevated portant branch of business. We must have iron in was raised amid the groves of maple, with some material of earth (sand in all inpine and hemlock that are strangely inter-stances if it can be procured) to the perma-November.

The Mining Journal, of 8th November, says that, "Notwithstanding the reaction and dullness in the share market, the price of iron structed in Canada West to a considerable extent, has remained firm during the week, and with all their scheming, speculators for a fall have ble for lateral roads, branching off from railroads, been unable to drive down prices—in fact, we connecting villages and towns of comparatively think, "Othello's occupations's gone"-for small business with more important places, and the iron masters begin to see clearly through the various schemes resorted to, for the purnection with so important a place as from Syracuse ing unfavorable results of which they may pose of influencing the market, and production of Messrs. Alvord and Geddes will insure the cautious how they pay attention to rumors take advantage, and are, therefore, extremely construction of other roads on a similar plan. We and reports generally set on foot by jobbers shall watch and chronicle its progress, and if it an-and speculators. Full of orders, which upon swers the anticipations of its friends, we shall give an average, will take the large houses twelve Pursuant to a request of the directors of in, the price has not advanced; there has benefit of such as feel an interest in the con- sions, it is expected prices will vary but little naces; do. rock, £7 at the furnaces There between the present period and the close of is great activity prevailing in all the cast mein conclusion we think it is demonstrated the year. It is calculated that 2,000,000 tons tal and iron furnaces; but the prices appear beyond a doubt, that an eight feet track of of railway iron will be required for under-plank road makes a more substantial, solid takings which are already commenced, or are more extensive orders, that another rise

sissippi and the Red river, and formally ac-upon the stringers and earth; that the road and also for capitalists to embark at once in this im-

The following is from the Mining Journal of 15th

waters into snowy whiteness, as they hurry mitted; that what is termed a shaky plank Ships.—In Belgium, (says our Paris letter,) past the dark evergreen of the tufted islands can be used, provided the shake or crack ap an iron carriage has been constructed on one in the channel,' the zealous missionaries and proaches a perpendicular split; and that of the railways; and though, it may turn out steel clad soldiery bowed before the cross, plank four inches in thickness are preferable dearer at first than ordinary carriages, it is beto a less thickness. It may be necessary lieved will eventually be found cheaper. If so, here to give reasons for these last opinions. iron carriages on railways may become the A four inch plank, of course, is stiffer than order of the day: especially as it is believed "As early as 1688, the 'Soo' was a place one of less thickness. In getting to its place, they present greater security and more advan-of great and favorite resort by the traders and no matter how well you prepare the ground, tages, in every respect, than wooden ones. In voyagers on their way to Mackinaw from there will be more or less strength and width France, and particularly in Paris, iron is beway strain on the plank, which must effect a coming every day more and more extensively "At this present time this ancient congress three inch plank to such an extent as to basten employed in place of wood for building; and ground of the aborigines, has a fort, a fur its wear; not so, or at least to so great an as the French have always been accustomed trading establishment, a small cluster of dwel- extent, will a four inch plank be effected; so to use much more wood in their edifices than lings, and a mixed population of the French, when you have worn off the first inch of we have, the demand for iron will be im-English and half breeds—in all not exceed your four inch plank, the remaining three mensely increased, even if it only partially ing one half the number of native Americans inches having found a solid and firm bed, take the place of wood in the construction of will, in our opinion, do longer service by far houses and buildings. In France, one half, "As Mackinaw was the head quarters, and than if it had originally been laid three or at least one fourth of the bridges under the Soo' a favorite stopping place for the inches thick. We are also of the opinion and over railways will have to be constructed of iron. Moreover the government has deisle of Beauty the rendezvous, and St. Ma- obvious, no plank should be laid more than termined that, in the course of a short time, several steamships of iron, of a large size, shall be constructed; and even private merchants have begun to have their vessels built of iron. Add all this to the enormous dcmand for rails, etc., for the railways, and you will see that, on comparing the annual production of France, the position I have taken up—that France cannot supply her demand for iron, and that she must apply to England to help her-is correct. I might have added, that it is seriously proposed to do away with wooden sleepers and blocks of stone, as supporters for the rails on the chemins de fer, substituting iron; but the present demand is great enough, without counting probablities. Yet, notwithstanding the undeniable incapacity of France to supply the iron of which our best efforts in aid of the construction of others on the same plan. We take the following from the months to execute, they remain firm: and that, cost what it may, she must not apply to though, notwithstanding, in addition to the though, notwithstanding, in addition to the perfidious Albion! The Mines Reunies company has taken on lease, for eighty-three years, the railway from St. Etienne to Lyons. The Mining Journal had previously announcd that the same company had taken on lease the Givers railway."

" Price of Iron in France.- The price of

	ERIC		STATE			D CANA				)		of due and	the last
STATE WORKS.		-	Cost.	Income.	Expend.	Income.	Expen	The 13 to	State (	vide,	are all 4 fe and 80 to 9	of feet in leng	the locks
			1,524,967		10.050	04.010		Th	e six 1	nillio	ns paid t	o the canal	fund fr
3/ thanplain canal	21		1 251 604	100 306	10,953		14,443	aucti	on and	salt	The G	re not men	er and
4 Chemung.	23			8.140	14.486		12.740	Black	c river	cana	ls requir	e large sun	ns for th
5 Chenango.	97						15,969	comp	letion.	the in	nterest of	which add	itional s
6 Crooked lake	. 8	3				1,498	3,951	is mu	ich gre	ater t	than the e	stimated gra	oss inco
7 Erie—enlargement of	. 363		12,648,852	1,880,310				of the	ese car	nals	when fini	ished. The	e sums
			3,739,000										
ol Oneida John Cost \$1,500,000							15,557	000 a	nd \$60	20,00	o, making	their total	cost w
							98 500	nnish	red So,	d on	octimated	incomes (	dmitte
2 Beaver division canal			303,437	20,147	200 1-24		5 386	he lib	meuric	of \$3	0 000 and	\$14 000 re	spective
3 Delaware canal						109,278	22,870						
4 French creek	. 45			1					for 1	243	vere \$1.0	19 401 · for	1844 5
5 Seneca river towing path			69,276					1613	26, and	the	cost about	30 million	s.
			4,201,969			443,336	205,067	Th	e recei	pts fo	or 1844 w	ere as follow	
						179,781	138,915	Cana	l tolls,				578,
O Portage railroad	93		1 200 461			251 100	242 943	Railr	oad to	lls,	•		252
20 Western division canal	105		1,025,401			001,100	20,010	Moti	re pow	er,	-	•	319, 13,
North branch Susquehannah canal	73					101 010							f mile
22 West " " "	72					101,949	51,033	and 4	11CH 40	M fro	m 550 mi	les of rana	l
3 Hocking canal	. 56		975,130	4,757		5,286							
211Miami capal.	1 25	. 1	1,660,742	68,640	38,826		22,341	pertu	tarni	51 n	nills on al	he dollar	There
5 Miami extension	. 105		2,856,636	8,291									
Muslingum division	. 35	i						1942	4471 6	303 9	nd in 18	44 4515 39	3 the c
Muskingum	91	1											
9 Wahash	01												
Walhonding	95												ughout
Western road	. 31	1	255,015	7.254	1.782			count	ry that	a eve	r before h	mown.	
2 Sundry works		1	11.000,000	.,				Th	ese 21	milli	ions on s	undry work	s yield
3 Maume canal								nicon	ne wha	tever	:)	alda above i	S nor oc
4 Sundry works	1	- 1	10,000,000				00 430	Th	e cenu	al ra	iroad yre	las above t	canal
o Central railroad	. 110		1,842,308	149,987	75,960	211,170	20,000	and	d_wh	ich is	able to s	tand alone.	-
o Southern railroad	. 68	,	936,295	24,064	7,907	60,341	70,000	reple	~~~	~~	~~~		~~
			. 12					Div.	Value	1		REMARKS.	
COANALS.	mil	les.	Cost.							-			
										-)			
Bald Eagle Navigation	. 25									- N	Vo mar 1	nerhans ats	ome fut
Beaver and Sandy, (part)			1,000,000								e he enab	led to give t	he part
Charleston, (S. C.)				48 (000	••••		•] •••••				of all the	ese canals.	
Capartota	. 181		200,000	47,037		1	1						
Delaware and Chesaneake	13								20				
Schuylkill	108		3 500 000	200 005 14	100 001	1100 605	3 120 624		91		es, nence	us trining	income
Farmington.	: 1									1-311	conal has	s been com	menced
James river and Kenhawa										Т			
										for	one millio		
Port Deposit.	. 10	- 1	200,000			. 21 4 1	94 455			of i	ts cost.	,	
			2,900,000	99,623	3,321	101,4 1	01,100						
Tida Motor	45	• • •	309,000										
									261	1			
Dismal Swamp.							1	••••		-			~~~
······	11.00	orth.			Size of loc	ks.	Width of	canal	Faci	1		Incom	me.
CANADIAN CANALS.	11	n i	ocks. in fee	Length o	Width.	mitre sill.	Bottom.	Surface	. Setiff	1	Sept. 1843.	1843.	1844.
	- 11111	-		feet.	feet.	feet.	feet.	ieet.	3,948	,572	2,485,572	64,658	
trunk from Part Colborna to Port Dalhou	ie 28		31 328	150	26 1-2	8 1-2	45	81				'	
		- -		150	26 1-2	81-2	35	71					
densely brough to Post Moitland helow	1 1	1.9				9	45	85					
	-			-									
rne St. Lawrence canal			2 7	200	45	9	50	90					
Plat	4				45	. 9	50	90	672	,498	973		
n's point			1 31-	2 200	451	9	50		000	200	Ger cen		
all passing the Long Sault rapids.		1-2	7 48	200	55								1
rnois do Coteau. Cedars and Cascades roa	dill	1-4				9	80	120	old ca		400,000	29,288	
c, do. Lachine rapids	. 81	1-2	5 44 1-	2 200	45	. 3	00	1400	1,001		61,439	1	
nent of do		<u> </u>	ET 1505	-	1				,				
	.12		57 525 9 74 4	120	24	6 -	36	60	200	,000	440,000	1,409	
Total from lake Erie to the sea	6.6		A . 12.	, 200	~~~	~~~	~~~		~~~	~	~~~	~~~	~~
Fotal from lake Erie to the sea	~~	~~	~~~	~~~	.1040	1 This	1044		I HW.	Valu	le		
COAL COMPANIES.	Len	gth in	Cost	. 1	1843. ncome.	Div.	Incom	e.	Div.	Valu of stock		REMARK	8.
······································	Len	iles   Can	als. Cost	Gros	ncome.	. cent.	Incom				k	REMARK	8. 77.
1	I Black river canal.  Cayuga and Seneca  Champlain canal.  Champlain canal.  Chennung.  Crooked lake  Erie—enlargement of  Genessee valley.  Senessee valley.  Coneida lake  Oswego  Beaver division canal.  French creek.  Columbia railroad.  Eastern division.  Juniata canal.  North branch Susquehannah canal.  Miami canal.  Miami canal.  Miami canal.  Miami canal.  Miami canal.  Miami northern division.  Muskingum.  Ohio.  Wabash.  Western road.  Sundry works.  Maume canal.  Sundry works.  Maume canal.  Sundry works.  Central railroad.  Conestota.  Delaware and Chesapeake.  Schuylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Chesapeake.  Schuylkill.  Farmington.  James river and Kenhawa.  Middlesex.  Port Deposit.  Delaware and Raritan.  Southwark.  Tide Water.  Union.  Morris.  Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  trunk from Port Colborne to Port Dalhous ion branch to Port Maitland.  The Welland canal.  trunk from Port Colborne to Port Dalhous ion branch to Port Maitland.  Phe St. Lawrence canal.  sand Port Cardinal.  Plat.  The Spassing the Long Sault rapids.	Black river canal.   36   Cayuga and Seneca   21   Cayuga and Seneca   22   Cayuga and Seneca   21   Chennal   25   Chenangs   36   Chenangs   36   Chenangs   36   Chenangs   36   Chenangs   36   Chenangs   36   Genessee vailey   120   952 miles opened, cost \$1,500,000   36   Oneida lake   60   Oswego   35   Beaver division canal   25   Beaver division canal   36   Franch creek   45   Seneca river towing path   60   Columbia railroad   86   Franch creek   45   Seneca river towing path   36   General division canal   36   Juniata canal   36   Portage railroad   36   Western division canal   36   Western division canal   36   Western division canal   36   Miami canal   36   Miami canal   36   Miami extension   36   Miami extension   36   Miami northern division   35   Miami extension   36   Wabash   31   Western road   31   Western road   31   Sundry works   31   Sundry works   32   Sundry works   35   Maume canal   45   Sundry works   36   Sundry works   37   Sundry works   37   Sundry works   37   Charleston, (S. C. )   36   Conestota   12   Delaware and Sandy, (part)   10   Charleston, (S. C. )   10   Charleston, (S. C. )   10   Charleston, (S. C. )   10   Delaware and Raritan   43   Schujkill   108   Farmington   30   James river and Kenhawa   30   Widdlesex   30   Volter   30	Black river canal   35   35   26   27   27   37   37   37   37   37   37	Black river canal   35	Black river canal   35	Black river canal   35   1,54,967   37,000   16,557   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   10,953   1	Black river canal   35	Black river canal   35   524,967   10,953   24,618   14,443   16,109   16,257   10,953   24,618   14,443   14,251,664   102,308   116,739   116,739   116,739   12,740   14,466   14,355   12,740   14,466   14,355   12,740   14,466   14,355   12,740   16,105   15,967   22,179   15,960   16,105   15,967   42,179   15,960   16,105   15,967   42,179   15,960   12,000   16,105   15,967   42,179   15,960   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,000   12,	Black river canal	Black river canal   35   1,921,967   10,953   24,618   14,443   auction and of the plant of th	Jablack river canal   35	Jallack river canal.   35   1,594,907   16,557   10,953   34,618   14,443   auction and salt duties a color plant plan	Black river cannal   35

AMERICAN RAILROADS.  L'ngth    Loans  Number   Paid   1843.    Div.   1844.   Div.   1845.   Div.															
	NAMES OF RAILROADS.	L'ngth in miles.	Cost.	Loans and debts.	Number of shares.	on share	Inc	43. ome.   Nett.	Div. per cent.		44. ome.   Nett.	Div. per cent.		ome	per
Maine.	1 Portland, Saco and Portsmouth	-	1,200,000		onares.			47,166		131,404		1			
N. Ham.	2 Concord	35								222 101	00 401	12			
Mass.	3 Boston and Maine	56 171	1,485,461 455,703	unfin.			178,745	68,499	6	233,101	86,401	0			
	5 Boston and Lowell		1,863,746				277,315	144,000	8	316,909	147,615	8			
	6 Boston and Providence	41	1.886.135	none.	18.600	100	233,388	110.823	6	282,701	156,109	6			
	7 Boston and Worcester		2,914,078				40,141	162,000	6	428,437	195,163				
	8 Berkshire	21	250,000	not stated		1		17,500	13	17,737	13,971				
	10 Eastern		2,388,631			l	279,563	140,595			227,920	8			
	11 Fitchburg	50	1,150,000	justopn'd							26,835				
	12 Nashua and Lowell	141 20	380,000	•••••			84,079	94 000	8	94,588					
	14 Northampton and Springfield		172.883	unfin			30,671	24,000	0	04,390	24,000				
	15 Norwich and Worcester	66	2,290,000	900,000	16,535	100	162,336	24,871		230,674	99,464				
••••	16 Old Colony		87,820												
	17 Stoughton branch		63,075 250,000	unfin.			•••••	20,000	8	96 695	20,600				
	19 Vermont and Massachusetts		200,000					20,000		30,007	20,000				
	20 West Stockbridge	3	41,516	200		100						4			
	21 Western, (117 miles in Mass.,)		7,686,202	4,686,202	30,000		573,882	284,432	• • • •	753,753	439,679	3			
	23 Housatonic, (10 months,)	74	8,431 1,244,123	506					••••	150 000					
Conn.	24 Hartford and New Haven)	38	1,100,000		10,000	100									
	25 Hartford and Springfield	251	600,000	400,000	2,000	100									
N. York	26 Stonington, (year ending 1st Sept.,) 27 Attica and Buffalo	48	2,600,000	650,000	13,000	100	113,889	7 500	• • • •	154,724	79,845		•••••		
5	28 Auburn and Rochester	78	336,211 1,796,342	200,000	14,000	100	189.693	7,522 112,000		237.667	152.007	6			
5	29 Auburn and Syracuse	26	766,657			133	86,291	27,334		96,738	52,544	6			
	30 Buffalo and Niagara	22	200,000	,											
	31 Erie, (446 miles,)	53	5,000,000	• • • • • • • • • • • • • • • • • • • •			•••••	48,000	• • • •	100 000	60.025				
	33 Harlem	26	2,250,000	750 000	30,000			40,000			62 399				
	34 Hudson and Berkshire	31	575,613			50					1,789				
	35 Long Island	96	1,610,221						• • • •	153,456					
	36 Mohawk and Hudson 37 Saratoga and Schenectady	17 22	1,317,893 303,658				69,948 42,242	58,780 3,000	••••	79,804 34,666					
	so Schenectady and Troy	201	640.800			• • • •		3,000		32,646					
	39 Syracuse and Utica	53	1,115,897	none.	16,000	621	163,701	72,000		192,061	120,992	8			
••••	40 Tonnawanda 41 Troy and Greenbush	43	727,332				76,227			114,177	75,865	5			
4	Troy and Saratoga.	6 25				••••	44 205	21,000	••••	38.502	9,971				
15	43 Utica and Schenectady	78	2.168.165	none.	20.000	100	277.164	180,000	9	331.932	199.094	8			
N. Jersev 4	14 Camden and Ambov	61	2,168,165 3,200,000				682,832	383,880		784,191	404,956				
	45 Elizabethtown and Somerville	26	2,000,000					[							1
4	47 Paterson	34 16	500,000		• • • • • • •	••••		• • • • • • •	••••	•••••		6			
Penn.	18 Beaver Meadow	26	500,000 1,000,000 1,250,000												
	49 Cumberland Valley	46	1,250,000												
	51 Hazleton branch*	36	860,000	645,929										9,988	1
	52 Little Schuvlkill	90	900,000			• • • • •			••••	•••••		• • • •	•••••		
5	3 Blossburg and Corning	40	600,000												
	54 Mauch Chunk	9	100,000												
5	66 Minehill and Schuvlkill Haven	191	396,117	25,000	7010	50			10	• • • • • • •	•••••	10	•••••		
5	Norristown	20	800,000									-1.5			1
5	Philadelphia and Trenton*	30	400,000												l
6	59 Pottsville and Danville	29± 94	11,000,000												
6	Schnylkill vallev	10	9,457,570	1,221,010	40,200	20			••••	597,613	343,511	••••	•••••	•••••	
6	2 Williamsport and Elmira	25	1,000,000 400,000				20,000						******		
16	3 Philadelphia and Baltimore	33													
Maryl'd f	4 Frenchtown	16	7,742,410 1,800,000 3,000,000	1 152 200		• • • •	5~= 00=	200 400	••••						
0	bi Baltimore and Washington	39	1.800.000	1,100,100			177,227	71.691	• • • • •	658,620	346,946	••••	738,603	374,762	3
0	7 Baltimore and Susquehanna	58	3,000,000							212,123	104,525		400,010	33,034	
Virginia 6	Wrightsville, York and Gettysburg	121	500,000					[							
viiginia o	9 Greensville and Roanoke.	18 63	284,433 969,880	63,000	2,000	100	• • • • • • •	• • • • • • •	••••	25,368	6,074	3			
	Portsmouth and Roanoke	781	1 454 171	05,000	1,030	100				122,871	12,898	. 0			
7	2 Richmond, Fredericksb'g and Potomac	76	800 000												
	3 Richmond and Petersburg	221	1 400,000												
N. Car.	75 Raleigh and Gaston	32 841	I DUULUKK												1
7	6 Wilmington and Ralcigh	161	1,800,000									5			
S. Car.   7	7 South Carolina	126	5,671,452		34,410	75									
Georgia	8 Columbia	66				100	201,464	77,456	• • • • •	532,871	140,196				
Georgia 7	OGeorgia	1471	3,000,000 2,650,000			100 1	221,532	93,190 158, <b>207</b>		323.425	1180.7041				
8	Montgomery and West Point.	89		170,000		100	220,020	.00,201		35.000	15,000				
Kent'ky	Lexington and Ohio	40	450,000												
Unio.	SLittle Miami	1/1	400,000												
i ç			I ISO (MM)										94 094	3,280	
Indiana 8	Madison and Indianapolis	EC							0	20.00	10.00=		22,304	3,200	1
Indiana. 8	Madison and Indianapolis. Champlain and St. Lawrence	56		50,000			22,110	8,639	8	39,031	10,065	91		3,260	1

communications by Monday morning at latest.

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#### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

#### Thursday, December 18, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY.

The quantity sent this week by railroad is 10,464 which will be increased next week, if we are not visited with another snow storm.

The supply of anthracite coal sent to market in 1845 will vary little from two millions tons. In 1844, the quantity sent to market was 1,631,669 tons-increase in 1845, about 370,000 tons.

From Pottsville and Port Carbon—total388,973 From Schuylkill Haven—total382,669 From Port Clinton—total21,019
Total by railroad
Total by railroad and canal

WESTERN RAILROAD.-Receipts for week ending December 5.

Passengers	1845.	1844. \$4,620
Freight, etc	8,584	8,240
Total	\$14,242	\$12,860
Net gain this week		1.382
Net gain previously sind	e Jan. '45.	55,425

Transactions of the Reading railroad for the month of November for three years: 1843. 1844. 1845

Business . . . \$54.695 80 . . \$62,197 23 . . \$125,946 52 Coal tons......34,821.....44,513......88,799

The Eastern railroad has declared a semi-annual dividend of four per cent.

The Portland railroad has declared a semi-annual dividend of three per cent.

#### Rochester and Lockport Railroad.

The directors of the above company, at a meeting held in this city on the 25th ult., appointed Charles B. Stuart, Esq., of Rochester, chief engineer. Mr. Stuart is a gentlemen whose scientific acquirements and large experience eminently fit him for the responsible station to which he is chosen. He has been engaged for fifteen years on various railroads in this and other states.

Last summer he was employed to construct the "Tonawanda Connection," through Rochester, a all concerned.

Besides his appointment as chief engineer, Mr. Stuart is empowered to act as a commissioner for and shall not hesitate to yield it all the aid-little with the other business operations of that country?

ing other important business connected with the pro-

We trust he will give the citizens of New York an opportunity to subscribe to the stock, as the construction of this road, and its connection with the Great Western, C. W., by a bridge is of great importance to New York, as well as to Albany and Boston, as it will give a winter communication to Canada and the west, uninterrupted by ice. We understand about \$250,000 of the stock to the road is already engaged, and its friends are fast taking up the balance. . The entire stock of the bridge is engaged, conditioned upon procuring a charter this winter. Its cost will be about \$200,000-span 750 feet, placed 200 feet above the stream, and about 11 milesbe low the falls, in full view of the cataract and the whirlpool.

#### Chemung Railroad.

The survey of the route of the Chemung railroad for which a charter was obtained last winter, with a capital of \$250,000,] has been completed. It is to connect the head of Seneca lake with the New York and Erie railroad, and the Williamsport and Elmira railroad, at or near Elmira, in Chemung county, N. Y. The route surveyed intersects the N. York and Erie about five miles northwest of Elmira, and is 171 miles from the head of the lake at Jefferson. The grades will not exceed those of the New York and Erie, and the estimated cost is \$235,000.

#### Our Foreign Correspondence.

We present to the consideration of our readers in this number another letter from our able and observing friend in London.

The information given, and the opinions expressed by him, in relation to the atmospheric railway, are in accordance with the opinions formed by us on the subject, after looking at it through the medium of the foreign journals, as it has been from time therefore give in the Journal at an early day one or have been presented for the consideration of the European public.

Like the railway system itself, the importance of the matter has brought numerous competitors into the field, and there are at this time many able minds are prosecuted, we are lead to believe that at no disway of improvement until it is fully established by experience.

The idea of our correspondent of adopting this Pacific, across the isthmus of Darien, is both bold and new to us; and, though we were somewhat startled at first at the idea of crossing that neck of land, 70 miles in width, in about 100 minutes! yet the first party that makes the journey-on the condition, however, that they have good and sufficient ty of the isthmus, that the train may be sure not to run off at the further end of the track, into the Pacific!! In all seriousness we say, however, if the

Correspondents will oblige us by sending in their the purpose of receiving subscriptions and transact- though it may be -of our feeble, instead of "influential" pen. We shall, at all events, not lose sight of, as we deem it, this vastly important subject, butwatch the progress of the system, and if it is successful in England, endeavor to aid in its application to this line.

> The great extent of roads chartered during the last session of parliament, and the enormous demand for other purposes, has carried up the price of rails to £12 per ton, delivered on board of ship in Wales, which is almost equivalent to a prohibition of exportation to this country, and it will, we hope, stimulate our own capitalists, and iron masters, to exert themselves to furnish an ample supply at an early day for our own use; and we are checred with the indications of such a result which meet us in our present visit to the keystone state, as well as elsewhere, of which we hope to give some account soon. If we would extend our roads we must make preparations to supply our own iron, and especially if the atmospheric system shall be adopted, as a much larger quantity will be required, which cannot be got abroad, if they carry out one quarter of their own projected works.

> The demand for professional services, both engineering and legal, and public advertising, has been wonderful during the past autumn. Its like has never been, and we hope it may never again be, known.

We heartily concur with the writer in his good wishes for the employment of our American engineers, and comparatively poorly paid editors, in our own country. The pressure, however, upon these professions ceased in a great degree on the 30th ult., as upon that day all projects must have been registered, or they could not come before parliament at the approaching session. The London Gazette, extra, published on the 15th of November, must have been a curiosity—as it contained no less than fire hundred and forty-three large folio pages, of advertisements solely. We desire to renew our acknowto time presented to our consideration; and we shall ledgements to our attentive correspondent for his letters and other favors, especially for "Bradshaw's two of the numerous plans, with illustrations, which Railway Guide," for November, and the London Times and extra, of same date, containing a complete list of all the railways constructed, chartered and projected, in Great Britain, up to its date of publication; from which it appears that the number completed and in use is 47, costing £70,680,877; the engaged upon it; and from the advances already number chartered and in course of construction made, and the energy with which the investigations is 118, or about 2,900 miles, which are estimated to cost £67,359,325. The number projected, in additant day it will assume a very different position in tion to the foregoing, is 1,263! of which, 218 have the estimation even of those able and independent paid a deposit of over 5 per cent., amounting to minds which make it a rule to admit nothing in the £11,171,727, and to comply with the resolutions of the house of lords, must pay a further amount of £9,595,464; and on 402 lines a deposit of 10 per cent, is required and much of it paid, and which, if mode of communication between the Atlantic and all paid, will amount to £38,369,109-making upon these 620 projected lines an actual deposit, before they can be acted upon in parliament, of £59,136,300, or about two hundred and ninety-five millions of dollars!!! The remaining projects, 643 in number, we have already become quite familiar with, and have not yet registered their prospectuses, and have reconciled to it—and are quite desirous to be one of not therefore paid up the 10 per cent. on their estimated capital. The total number made, chartered and projected, is 1,428, and if, of the average length breaks on the cars, in descending the western declivi- of those made and making, viz: 28 miles each, will give 39,984 miles of railroad in Great Britain. But of this amount probably not more than one-half will be constructed within the next fifteen years, or about trust which he performed to the full satisfaction of atmospheric lines now in course of construction, 1,200 miles, at a cost of about £18,000,000 a year; and in contemplation in England shall be successful and who will say that this cannot be done, if done -then shall we entirely approve of the proposition, in a regular business way, without interfering at all

For the American Railroad Journal No. 21 Token House Yard, London, November 16th, 1845.

My DEAR SIR: I am very much obliged for your favor of the 6th October, and also for the numbers of your Railroad Journal, which were very acceptable, as I had not received the usual supply for some time before.

· I am happy to say the atmospheric railway system is becoming more and more promising, and I think the day is not very distant when locomotives will be among the "have been's"-" fuimus" is the motto of the Bruce family in Wales, the descendants of Rob't Bruce, king of Scotland. So the locomotive must adopt the same motto before many years to pass .-The practical difficulties in the way of the economical management of the atmospheric system will be removed by the application of the ingenuity and experience of the numerous clever men that will soon be engaged in developing the great resources of this beautiful philosophical system, and I shall be disappointed if another year does not decide in its favor over the locomotive railway. You will find in the Railway Record, of November 15, now sent, observe Mr. Samuda says he can carry the atmospheric railway over the Mendip hills without cutto extend the railway between Harrisburg and Pittsburg, across the Allegheny, with branches and ex-60 miles in length. How I should like our countrymen to have the honor of introducing it between Porto Bello and Panama, across the Isthmus of Darien, short of 70 miles long, where the difficulties to be overcome are not nearly so great as between Philadelphia and Columbia, where a double track of railway of 82 miles long has been made for four books. As rails are principally made in South offices. Never was such activity prevailing, and if millions of dollars! It is disgraceful to the commercial world that this short line of communication quick and inexpensive, between the Atlantic and Pacific oceans, by which some 10,000 miles of most dangerous navigation would be prevented, is not made without any further delay. For the trifling expense of 21 millions of dollars could this vastly ed, although much disaster and suffering has been gineers and surveyors, as well as newspaper editors sengers and merchandize across from the Atlantic bona fide and rational schemes now have any chance come over here to find it. to the Pacific in less than one hundred minutes, which by the stormy cape Horn require as many to more than consume all the capital that ought to inst, filled with advertisements of contemplated raildays of most disagreeable and dangerous navigation. be devoted to this species of improvement. The ways, occupies no less than 543 huge folio pages, bring about this most important work for the formation of a large commerce on the western coast of substantial. The demand for surveyors and engi- Nothing shows in a more striking manner the im-America, and generally in the Pacific ocean. I neers continues unabated. No less than 64 have left mense activity prevailing in regard to railways in have written by this steamer, on this and other sub- the ordnance surveys to join railways, for which this country than this fact. The Gazette is publishjects to the editors of the New York Courier and they get compensation 8 to 10 or 12 times as much ed twice a week by the government. Enquirer, whose aid I invoke to this vastly impor- as before. The most extravagant sums are paid for tant matter. I hope the public attention will not be engineers—£10, £12, £15 per diem are paid for even vember, and also the Times with a supplement of this distracted by proposing a ship canal, which could common and uncelebrated persons, while such men day. Read the leader and the supplement of this not be made between the two beautiful ports, Pana- as Stephenson, Brunel, Locke, and others of eminence paper, and you will be astonished at the mighty ma and Porto Bello, for less than \$25,000,000, and are making their 20 to £25,000 per annum, and it wealth, power and energetic enterprize of this counthe sacrifice of tens of thousands of lives while in is the greatest favor to get to speak to them for mere-try. 1 am, my dear sir, your's most truly, progress, which would be many years, while, on the ly a moment or two. So also with railway counsel contrary, all the materials of the atmospheric rail- and solicitors; they are reaping magnificent harway could be prepared in England, or our country, vests. Mr. Austin, a leading barrister in this prac-

no tunnelling and cutting would be required. I of dishonesty that custom sanctions, but still is very have had a great deal of conversation on this sub- far from being defensible. So also newspaper project with two most intelligent Americans, who have prietors have profited by this railway excitement. been repeatedly across the isthmus, and declare that A great number of new publications have been got a railway is far preferable to a canal, because the up especially by it, and all the old ones have profited first could be taken through a comparatively healthy in an extraordinary manner. The Times publishes district, [direct from Porto Bello to Panama,] while regularly twelve pages, frequently sixteen, and octhe canal route would be through the most pestifer-casionally twenty and twenty-four pages of huge ous and deadly climate in the world. These two size. The Morning Herald, for weeks and weeks, beautiful harbors, equal to Boston and New York, published twenty and twenty-four pages, so also the would offer the utmost security to the largest fleets, Morning Chronicle and Morning Post published and having resident populations, would require no sixteen and twenty pages, and the Morning Adverexpenditure of capital for the creation of towns, as tiser, Globe, Standard and Sun, which never would be the case for the commencement and termi- before had got beyond four pages, went to the exnation of a canal, if that means of communication treme of eight pages. All these huge papers were filled were preferred to a railway. Both Panama and with advertisements concerning railways and docks, Porto Bello are so easy of access that there are no to say nothing of "Iron Times," "Railway Chronipilots, and none are ever required. The first has cle," "Herepeth's Railroad Journal," "Railway 15,000, the other about 5,000 people, and both have Record," "Mining Journal," and other papers, degreat commercial capabilities.

per ton.

of success; there are still enough before the public and laid down on the line in twelve months time, as tice, was employed to the most extraordinary degree

voted almost exclusively to railway affairs, were As Respects Iron.-Railway bars are at £12 net crammed with advertisements-all of which are cash, on board, at Cardiff and Newport, [Wales,] paid for in the most extravagant manner, compared large and active demand, and two millions of tons with what is customary in our country. I wish the of pig iron must be consumed to make the supply unemployed engineers and poorly paid editors of a few paragraphs bearing on this subject. You will of rails required for the existing chartered railways, our country could change places with their brethren to say nothing about the 6 or 7,000 miles of railway of this country for some time, that they might profit that will be applied for at the approaching session by the immense sums spent in making them rich. ting or tunnelling, at 70 miles per hour. This is of parliament, of which some 3 or 4,000 miles may After the 30th of November, inst., everything will the system that must be adopted in my native state, be granted. So you see the iron masters must be settle down to more moderation and regularity, very busy to make rails for railways as fast as they and we shall be better able to understand what may be wanted; but if the atmospheric be adopted, is going on, than we have been for months past. tensions to Eric, Cleveland, etc. I have been told they will require at the lowest estimate, 50 per cent. You know that all plans, sections, and books of rethis day that it is decided to have the atmospheric more of iron. The price of merchant bars is only ference not deposited with the clerk of the peace and adopted on the Shropshire* mineral railway of about £9 10s. to £9 15s., and not in that active demand advertised in the London Gazette before 12 o'clock, that rails are, between which there is not usually P.M. of the 30th November, cannot come before parmore than 40 shillings difference; but now the dif-liament for charters for the ensuing session, and the ference is 45 to 50s. per ton. For pig iron in Glas- consequence is that now there is the greatest hurry gow, speculators and holders are willing to sell at and activity and slavish employment,* working day 80 to 82s., while makers ask 95s., for the purpose of and night, both in the fields making surveys, as deterring orders, of which they have enough on the well as in drawing plans, and estimates, etc., in the Wales, there are no pigs for sale there, but the no- one or two hundred of our unemployed engineers minal price for No. 1 cold blast pig iron there, is £5 and surveyors had been over here for the last eight or nine months, they could all have obtained full The gambling and the mania for railways have employment at high salaries, and been most accepbeen very much checked in the last five or six weeks, tably welcomed. I hope, however, the railway sysand a great deal of headlong ruin has been prevent- tem will revive in our country, and that all the enimportant work be made, which would transfer pas- already produced by undue speculation. None but will have full employment, without being obliged to

The extra London Gazette, published on the 15th Pray use your influential pen in endeavoring to check recieved will do nothing but good, and will while the usual London Gazette, published on the

I send you Bradshaw's Railway Guide for No-

GERARD RALSTON.

Devon railway, [52 miles long,] now in progress, and several miles will be opened shortly, [see page 1699 of Railway Record,] to show the practicability of the principle.

^{*} It appears that one engineer is engaged on eleven wests. Mr. Austin, a leading barrister in this practice, was employed to the most extraordinary degree

* You are aware that it is adopted on the South evon railway, [52 miles long,] now in progress, while by no possibility could he attend before parwhile by no possibility could he attend before parliamentary committees to a greater number than proper manner of such a quantity of work is beyond three, four, five or six per diem. This is a species human power.

For the American Railroad Journal.

I observe in an extract from the Sunbury American, that the T rails manufactured at the Montour works, are reduced to the exect length of 18 feet by one operation of circular saws at each end, as the rail comes hot from the rollers.

The process is different at the great iron works in South Wales. At the Dowlais works in 1837, they completed their engagements, is our ardent wish. cut off one end in this manner and immediately presented the sawed end to the finisher, who stood in a trench so as to bring the rail [when lying on the der their charge, of its position, objects and capafloor covered with cast iron slabs] to the proper hight for working. I enquired of Mr. Evans the manager, why they did not cut off both ends at once ourselves. We desire to put it on record for future allowing for the contraction [in place of letting the reference. The writer of the letter says: manager, why they did not cut off both ends at once bar cool, marking the length, heating it again and then cutting it off at the mark.] He answered that the heat was not uniform and consequently they would have a difference of half an inch in the length of the bars.

At Cyfarthfa, the second end was cut off cold by a powerful chisel worked by machinery; and a small matter was pointed out to me by Mr. Crawshay, as important. The bars are reversed so as to cut from the bottom to the top of the rail, leaving a bur on the upper part to be dressed off with the file, in place of a depression as formerly when they cut

from the top to the bottom.

The manufacture of these rails was all done by piece work and cach set of men had their own mark. The ballers and rollers of the day charge, had one mark and those of the night, another, placed on the side near the middle of the rail. If on inspection the rail was not properly welded, or rolled in the wrong way fas to the laminæ whether vertical or horizontal] it was thrown out. The man who squared the end put his mark on it. The other end the same, and the striaghtener his mark on the top in the middle. All that passed inspection were paid for according to the stamps.

While writing it may be well to mention other facts that may not be generally known. Rolled bars are brittle when the strain is in the direction of laminæ, and tough, when at right angles to the laminæ, as was shown to my satisfaction. I was also informed that the two ends of the same bar are of unequal tenacity; that which passes last through the rollers and upon which the mannfacturer's name is stamped in ordinary flat bars, being the worst.

If you think the above remarks of any use, they are at your service. Yours respectfully,

New York, December 5, 1845. B. AYCRIGG.

#### The Canal of the Dique,

Or Carthagena and Magdalena Canal.-We have before spoken of this work, which is progressing so successfully under the management of our countryman, Mr. George M. Totten, aided by John C. Trautwine of Philadelphia; yet our knowledge of it was so limited, that we could not give much definite information in relation to it, nor can we now, yet we cannot deny ourselves the pleasure of republishing the following very complimentary and we doubt not, just, remarks of the governor of Carthagena, in his message to the legislature, when speaking of the canal, which we copy from the N. Y. Herald. From our knowledge of the gentlemen in charge of the work, we cannot doubt of the entire success of the undertaking, especially if the estimates have been based on their own examinations and they are allowed to carry it through in their own way, as they will be very likely to do if the present governor continues in the chair of state.

benefitted by their skill and efforts, we have not a bearing, with seriousness, and with a few doubt, and hope they may reap golden rewards in words. return for their labors, deprivations and self-denials and return safely to their friends, when they shall have

We shall be greatly obliged to the gentlemen, or either of them for such an account of the work uncity as will enable us to give our readers a much more intelligible idea of it than we now possess

"I send you the annual message of the governor of this province to the legislative chamber. You will see that he there speaks in high terms of your countryman, Mr. Tot-large and respectable meeting was held at ten, who is engaged in building the canal of Ebensburgh on the 29th ult., at which reso-Magdalena. and Mr. T. receives the credit due for his ex- and the following resolutions in relation to ertions in conducting it.

Translation of that part of the Governor's Message relating to the Canal of the Dique.

"The most important of all which, is the excavation of the canal of the Dique, progresses with activity, in conformity with the contract made with Mr. G. M. Totten, who, directing and superineending the work himself, advances in a most satisfactory manner.

"I was one of those who previously feared that the opening of the canal might be frustrated by some error in its management, or in the calculation of its cost, or other impediment, which might not have been foreseen, and therefore it was my first care, on taking charge of this government, to go, personally, (7th July) to see the work, and examine it throughout, that I might be able to form an exact judgment upon an enterprize which so much interested me, as a Carthagenian, as a How grati-Granadian, and as a governor. fying to me was that inspection! My doubts were at an end; the canal will be opened, and opened in less time than was at first calculated. In the Semanario, you have seen the monthly result of the excavation; and the junto of direction of the Dique, having sent a commission to revise the measurement, found the quantity excavated to be 144,644 cubic yards, making a difference of 36,394 yards more than those published from the redoubt, from the work done during the month of which the engineer has not yet made his return; and is proof of his probity and the exactness of his reports-so much the more, as the difference is in his favor. In the exposition which will be made to you by the junto of direction, this subject will be treated of more at length.

that respectable stranger, and the engineer dents; A. O. P. Nicholson, Milton A. who is associated in his labors—that which Haynes and Henry Baldwin. secretaries. most impressed me—which was, the rigid order preserved on the works. 320 men, divided address of 20 or 30 minutes, the object

abroad, and especially so when they fall on our per- man, that I could not but reflect upon what sonal friends. That they will continue to merit might be done by such means, with a method golden opinions from those who are to be so much followed with perseverance, with a dignified

(Signed)
"Joaquin Posada Gutierrez, Gov. of the Province of Carthagena."

Railroad Meetings.

A full report of the railroad meeting held at Philadelphia on the 10th inst., will be given in the next number, accompanied by some remarks of the editor of the Journal, who is at this time absent, and attended the meeting. He speaks of it as being very enthusiastic, and that the right spirit prevailed, except, perhaps, a little jealousy of the Baltimore and Ohio railroad.

Railroad Meeting at Ebensburgh .- A the Dique, between this city and the river lutions were passed in favor of a continuous This canal progresses well, railroad between this city and Philadelphia, the Baltimore and Ohio railroad:

> Resolved, That while we believe the construction of a continuous railroad from Harrisburgh to Pittsburg to be of most vital importance to the interests of the entire commonwealth, as she will thereby open a channel through her own borders for the immense trade of the Mississippi valley and the great northern lakes, yet are we convinced that the completion of such a road would in a great measure fail in securing that important object, should any other point than Pittsburg be adopted as a termination for the Baltimore and Ohio railroad.

> Resolved, That while we believe it to be the duty of the legislature to grant a charter for a centre route, we also hold it to be a duty, in order to promote the general welfare and prosperity of our beloved commonwealth, to grant to the Baltimore and Ohio railroad co. the right of terminating their road at the city of Pittsburg as a terminus of that road at Wheeling, Parkersburgh or the mouth of Fishing creek, would inflict deep and lasting injury upon our interests, whether social, mercantile or agricultural.

> This is a just and liberal view of the matter, and one which every intelligent and well

informed man, will finally take.

Delegates were appointed to the the railroad convention to be held in Harrisburgh ports of Mr. Totten, which proceeds, without on the 2d Monday of January next, a convention, by the way, in which this county ought to be largely represented .- Pittsburg Advertiser.

Railroad Convention in Nashville, Tenn.

Nov. 24th 1845 .- At 11 a.m. the delegates met in the hall of the house of representatives, and were organized by the appointment of the following officers :- Nathan Green of Frank-"I cannot do less here than improve this occasion to express to you, in deference to vidson, William Martin of Smith, vice-presi-

ded into quadrilles, bathed in sweet, worked of the meeting. He entered into a statement It affords us real pleasure to chronicle the com-mendations thus bestowed upon our countrymen pect and obedience to the dierctors and forc-the construction of a railroad from Nashville and South Carolina railroad

work might be accomplished.

Green left the chair, and proceeding to address the distance is but 2234 feet to its eastern base try in the southern Atlantic states, where the convention, said, that his friend (Dr. O.) on Rush creek—a prong of Big Crow creek, tion of the railroad. In view of all these advantages he could not suppose that any person might be a difference of opinion as to the prac-ticability of effecting the object proposed.—feet per mile. So far as the committee are and uncertain voyage. ticability of effecting the object proposed.— He therefore, offered the following resolution:

from Nashville to Chattanooga, across the vey has been made, but others which are corresponding spirit and exertion on our part, Cumberland mountains, is practicable at a

moderate expense.

mittee of ten be appointed to draw up a re-found to be very favorable. port and resolutions, declaring the object and wishes of this convention.

#### REPORT OF THE COMMITTEE.

The committee appointed to consider the general objects of the convention, the practition between Nashville and Chattanooga, beg leave to report, that the the limited time allowed them to investigate the subject enables very few of the many important considerations in favor of the proposed work

After the clear demonstrations which have been made within the last fifteen years, not vorable for the proposed work. only in the old world, but in the United States, of the beneficial effects of railroads upon all alluded to, no serious obstacle to the construct from Nashville to New Orleans can be made interests in society, your committee deem any labored argument to prove their general util- oogo is encountered; as the general surface of Montgomery, Ala., which are projected, and ity wholly unnecessary. It is a conviction of the country is level, and very favorable for which, when completed, will reduce the time of their beneficial influence upon the country the construction of such a work. which has called this convention together, and prompts its action in the effort now made to to the markets of our sister states, and of the of the road, are to be found extensive forests of the gulf, the West Indies and Nashville. ductions, and a like introduction to all the ing abundant material for the wooden super-distance. necessaries and luxuries of life which we structure, not less durable than the iron which have occasion to bring from abroad.

The first consideration to which attention been presented to the convention by the Hon.

These evidences all concur in demonstra-

In conclusion he explained the object of the friends of this important enterprize had antic-convention to be, to recommend, and if possi-ble, to devise the means, by which that great ably easy grades in ascending one of the trib-the Atlantic, than the single one now enjoyed, After Dr. Overton had concluded, Judge base of the mountain is attained from which ford for the peculiar productions of this counhad already sufficiently explained the advan- and the greatest elevation above a horizontal rich states of the northwest is not encountered, tages which would result from the construc-line connecting the two points is 177 feet.— as at present, on the Mississippi river, and in The descent of Rush creek for about 4 miles the ports of the gulf of Mexico. is on grades of 75 feet to the mile, and the could doubt that great good would result from remaining distance through the whole length in return to this now comparatively far disits construction. But he conceived that there of Crow creek valley, until the mountain is tant and secluded section of country have to advised this is the only route across the moun-Resolved, That a passage for a railroad tain upon which an actual instrumental sur-South Carolina and Georgia, if met with a much recommended by their directness, your Mr. Thomas, of Maury, moved that a coin-afforded them, will, upon a proper test, be by greatly increased facilities of transporta-

The routes by Battle creek-by the Fiery Gizzard and by the valley of the Little Se-choice quachee are all believed to be practicable, but chase. the one most eligible can, of course, be alone determined by an actual survey, and a comcability and advantages of a railroad connec. parison of their relative advantages. The committee alludes to the different routes not for the purpose of indicating a preference for cities. one over another, but alone to present to the them to present only in general terms but a convention as they now do with the more per- may be reached from this place in 24 hours, fect confidence, the one important fact that a and any of the eastern cities in less than oneroute is not only practicable, but considering half the time now required on any other route. the character of the country, remarkably fa-

The committee will, in this connection, mention a fact, not unimportant in relation to portant link in accommodating the travel besecure to our state a cheap and speedy outlet works of this kind, that on and near the line tween Texas and New Orleans—all the ports world, for her rich, varied and abundant pro- of the best ceder timber in the world, afford- and the country north of it for a considerable

would be placed upon it.

should be directed in an undertaking of this and for a great distance, by a country, which, the one now universally adopted, and which kind is the practicability of the work. And for fertility of soil, extent of valuable agricul-requires and average about eight days, and is on this branch of the subject your committee tural productions, mildness and salubrity of subject to the dangers of the perilous navigafeel they are relieved from any reliance on climate is unsurpassed by no place or countion of the Mississippi river. mere conjecture not only by the concurring try on the globe; and with mineral wealth, testimony of many intelligent gentlemen well and manufacturing capabilities equalled by occupies a position more favorable than any acquinted with the country and the subject.

Tennessee with a good system of railroads and manufacturing capabilities equalled by occupies a position more favorable than any other state in the Union for prosecuting a leand by the examination and report of Dr. the world through the Atlantic ocean—the gitimate commerce by exchange of commod-Troost our able state geologist, but more especially by an actual instrumental survey productions of this favored region have to across the Cumberland mountain (the only intravel a distance greater than to the mouth of provisions to those engaged in the production terposing obstacle) recently made by Dr. Estill the Oregon river, on the Pacific ocean, before of the great staples of rice, cotton and sugar. of Winchester, an able and experienced mathe they pass, (as they do) almost in sight of Sa- The proposed road, in connection with the matician, a report and map of which have vannah and Charleston, (now brought com-improvements of our public spirited sister paratively near us,) on their way to the ports states of the south, opens to middle Tennes-Judge Green and Col. Taul under whose im-mediate and personal observation the survey and damage in so long, difficult and hazard and Georgia, but of south Alabama also, and ous a voyage

to Chattanooga, connecting with the Georgia ting the entire practicability of the work, and the proposed road, is the facility which it will exhibit much more favorable results than the afford in the prosecution of this commerce utaries of Elk river, a point at the western and also, the home market which it will af-

Of course, the foreign imports which come

The noble enterprize of our sister states of will now speedily unfetter the enterprize of committee believe, from reliable information this favored region, through new avenues, and tion, appreciate the value of all we have to sell, and diminish the cost of all which our choice or necessities may induce us to pur-

> Your committee cannot omit an illusion to the advantages which the proposed road will afford to the traveller from Nashville and the adjacent country to any of the Atlantic

> The Atlantic at Savannah or Charleston

With a railroad to Chattanooga and a short one from Atlanta to West Point, Ga., which Aside from the difficulties which have been will soon be made, a journey by that route tion of a railroad from Nashville to Chattan- in three days, without increased facilities west to two days.

Thus making the proposed work an im-

The route from Nashville to New Orleans via Chattanooga, Atlanta and Montgomery Nashville is surrounded in all directions is little over half the distance of that by river,

as bringing into requisition an almost new A great inducement to the construction of element in our agricultural and manufactu-

and dams, is a work which taken in connec nessean. tion with the railroad is of great importance. A large portion of the agricultural productions of the country in Tennessee and Kentucky near this river, and on the Ohio, is des tined to reverse the course heretofore taken to market, and by ascending the Cumberland seek an outlet and market in the ports of Savannah and Charleston. As a means of accommodating this trade—of opening an uninterrupted line of travel from the vast country of the Missouri on the highest route to the Atlantic, and as being imperiously called for its columns-a copy of all reports and matters of by the increased and increasing business of interest in relation to railroads and canals with feet. There are also, 460 chains in detached the country, your committee although not charged directly with its consideration, have not for ourselves alone but for the whole community, thought it not improper to call attention to and especially for the profession that we ask and rethe subject with a view of concentrating pub-publish these documents. lic feeling and sentiment on it, so far as it can Report of the Survey and Estimates of the be done by any action of this convention.

The construction of the proposed railroad will afford a means of transportation to market for the exhaustless deposits of stone coal, ized a corps of engineers, and put them under which now lie valueless embedded in our the charge of George Robinson, Esq., a man mountains, and to Nashville and other places of much experience and intelligence, and comwest and east of its locality, cheapen by one-menced the survey on the 17th of October last. half this valuable species of fuel, at the same time that it will develope the natural wealth and give profitable employment to a consid-the Cuyahoga river, crossing it twice to the erable portion of the labor of the country.

In addition to these considerations, other and more patriotic motives, which appeal directly to the hearts of all good citizens, come line was run diverging a litle to the right, also to advocate the construction of this road; and terminating at the intersection of Pittsconsiderations which are intimately connected burg and Kinsman streets about 80 feet above with the perpetuity of our free institutions, lake Erie. and the glory, honor and safety of our feder-al Union. Written compacts and solemn constitutional provisions and restrictions, in streets leading down to the river and lake .tended for the government of states and communities, have ever been found less binding, and less powerful than those ties which spring from social and commercial intercourse; less potent than those ties which spring from mutual interests.

only increase the commercial and social intercourse of the west with the south, but it Bedford; thence crossing Tinkers creek it would give to the citizen soldiers of Tennes-leaves the turnpike to the left until it reaches see, and of Kentucky, the important position of an army of reserve, ready to be poured erly course, re-crosses Tinkers creek and the down at a moment's warning upon the gulf Cuyahoga, passes near the north side of the and south Atlantic shores, for the support and village of Ravenna, and continues on the right protection of their southern neighbors, who of the Cleveland and Wellsville turnpike to must always be exposed to the first incursions Benton, in Columbiana county. From thence of a foreign foe.

ing to the south for an avenue to the com- of the Little Beaver creek; from thence it merce of the world, and deeply interested in crosses the summit between the east and west every event which might interfere with the fork, 736 feet above lake Eric, and takes tranquility and prosperity of the southern down the valley of Cold creek to the west fork Kentucky for protection in every moment of summit between Beaver and Little Yellow peril to her free institutions, or to her com- Creek; thence across said summit 600 feet

siderations, your committee cannot but regard another run to Little Yellow creek; thence

hemp with rope and bagging for their cotton. appeals directly to the interest, to the liberal-terminates at the bluff in the rear of the vil-The improvement of the navigation of the ity, to the enlightened philanthropy and pa-lage at high water mark, 45 feet above the Cumberland river, below Nashville, by locks triotism of every brave and true-hearted Ten bed of the river. JONAS E. THOMAS, Chairman.

Clevelund and Pittsburg Railroad

We put upon record the report of Col. Dodge, in relation to this important line of road between the lake and the Ohio, as we do many similar reports, as a matter of reference for the profession, as well to hit him we would send a copy of the Journal as an indication that we should be always obliged to him for a copy of his report, as we are to every member of the profession, who appreciates the object and ctaims of the Journal, by sending for publication in which they may be connected, or acquainted. It is

Cleveland and Pittsburg Railroad. By Col. S. Dodge, Engineer.

In accordance with your request, I organ-

The route pursued, commences at Merwin street, in the city of Cleveland, and ascends mouth of Kingsbury's run; from thence up said run to Kinsman street, 3 miles from the place of beginning. From this point another

The object of this double termination is, to avoid the drayage up the steep grades of the The expense would be little more than laying down the track, the ground being nearly level, and composed of sand and gravel.

From the head of Kingsbury's run, the road winds along the side hill to Newburgh, with a grade of 40 feet ascent to the mile. It then This railroad communication would not descends to the valley of Mill creek, and continues up the same near the turnpike road to Hudson. From thence it takes a more eastit crosses said turnpike road, and continues Thus, while we would find the west look- near it to Salem, at the head of the east fork ports and cities—the south in her turn would of Beaver; from thence it continues down look to the hardy sons of Tennessee and said creek to a small run leading from the above lake Erie, and 546 feet above the Ohio In view of all these high and solemn con-lat Wellsville; from thence it continues down

ring prosperity, may all be supplied from our the proposed railroad enterprize as one which down said creek 6 miles to Wellsville, and

The most difficult portions of the route are between Martin's Mill and Wellsville, a distance of 4 miles. From the Yellow creek summit to the crossing of the west fork of Beaver, the crossings of Mill creek, Mahoning, Island creek, Cuyahoga river, Tinkers as for our own convenience; and if we knew where creek, and the grading from Cleveland to the head of of Kingsbury's run, a distance of 3 miles, are also expensive. The balance of the road presents few difficulties, and the whole may be pronounced a favorable route.

The greatest ascent is on the 90 chains below Martin's mill on Yellow creek, being 108 places, viz: 120 chains on Yellow creek; 216 chains between Yellow creek summit and Beaver; and 80 chains descending from the west to the east fork of the Beaver, where it has been necessary to raise the grade to 80 feet to the mile. There are a few short grades of 66 feet to the mile; but the most of the line is below twenty feet.

There will be one tunnel one hundred and fifty-four, yards in length, on Yellow creek; one curve of one thousand feet radius, and several below fourteen hundred feet. On no other portions of the road will it; be necessary to adopt curves of less than two hundred feet radius.

In the following estimate the road has been divided into three divisions.

The first extends from Cleveland to Raven. na, a distance of 37 miles. 25 chains. The second from Raven-

na to Salem, The third from Salem to Wellsville,

Whole distance, 96 miles. 69 chains. The excavations are estimated eighteen feet wide, with slopes of twelve inches in base to eight inches rise. The embankments thirteen feet wide with the same slopes.

The track to be composed of a double course of longitudinal timbers, connected together with ties eight feet long, three feet assunder and five by six inches in diameter.

The upper wood rail to be secured by a flat bar of iron weighing eighteen pounds to the yard.

It must be admitted that a T or H rail would be preferable, but would cost about four thousand dollars more per mile, estimating the iron at seventy dollars per ton, and weighing fifty-six pounds to the yard, the usual weight of such rails.

The crossings of streams and deep ravines where earth sufficient to make the embankments is not furnished by the excavations,) will be truss work of wood.—Recapitulation.

Second "Third " Add for damages, contingent expenses, depots, water stations, and locomotives ..... 200,000 00

Total expense when fit for use....1,006,068 27 Respectfully submitted. S. Dodge, Engineer

#### Suspension Bridges.

sion bridge across the Niagara river has been celleut bridge. Its cost was \$53,000. agitated, the public curiosity has been strongly directed to the subject, bridges of that de-thy to stand beside the great cataract. scription being almost unknown in this coun- chester American. try, and their feasibility doubted by many .-But since a favorable opinion has been given in respect to the construction of one across the Niagara by an engineer so competent and justly celebrated as Mr. Ellet, the matter begins to wear less the aspect of a Quixotic en- to go in operation as soon as 10,000 shares are subterprize, and to engage the attention of prac-

of the contemplated structure, which he will submit to those concerned without loss of structure, he entertains no question.

erected in Europe, was across the straits of and Licking. Should this be done this road will be Menai, between Wales and Anglesea; and intersected at Massilon by one from Pittsburg.—Cinitation of the last of and Licking. Should this be done this road will be intersected at Massilon by one from Pittsburg.—Cinitation of the last o it is still regarded as one of the best. distance between its points of elevation is 580 feet; and ships pass beneath it under full sail. the road way.

In 1823 a mechanic of Lyons in France, constructed a suspension bridge across the Rhone at Tournon, of a material which had not been used in any structure of consequence. will furnish any desired information in relation to the subject. Bids will be received for the whole line or any part of it; and it will be expected the work Cables manufactured of iron wire were sub stituted for chains. Wire cables are now

wire about the diameter of a common writing Tuesday the 23d instant. quill, which are laid parallel to each other in the process of their manufacture, and afterwards collected in a solid mass and bound together by ligatures of the same material. In a bridge of 400 feet opening between the points of suspension, and 25 feet wide in the tion in Pittsfield, Mass., until the 20th of December clear, there would be needed five cables on each side, each of which would be composed of 181 miles of Roadway.
in general of not less than 400 strands of 2d. For furnishing the Timber, Chairs and spikes in general of not less than 400 strands of wire, the whole possessing an absolute tenuc-ity of 3000 tons. The suspension bridge across the Schuylkill near Philadelphia, erect-side of the Roadway. ed in the autumn of 1841, by Mr. Ellet, is the most remarkable structure of this kind in the United States. The distance between the points of suspension of this bridge is 357 feet. Its width between the parapets is 26 feet The carriage way is 18 feet wide, and there are two foot ways 4 feet each in width. The bridge is supported by four columns 30 feet high and 81 feet square at the base, constructed of blocks of granite. The bridge is supported by two cables of iron wire resting on two foot ways 4 feet each in width. The high and S1 feet square at the base, constructed of blocks of granite. The bridge is supported by ten cables of iron wire, resting on cast iron rollers placed on the symmit of the columns. The flooring is suspended from the cables by means of wire cords similar to the suspension cables in their construction. but smaller. The weight of the entire wood work of the bridge is 115 tons. When the cables sustain only their own weight and that of the flooring, they resist a tension of 240 tons, which is only the ninth part of the force necessary to break them. A weight of 105 tons was placed upon the bridge for the pur-pose of testing it. It stood the test, and has

sustained every other to which it has been Since the project of constructing a suspen-subjected, proving to be a serviceable and ex-

It will be a gigantic undertaking, and wor-

Nashville and Chattanooga Railroad .- In the Tennessee house of representatives on the 3d inst., Mr. Whiteside from the committee on internal improvements, reported a bill to incorporate the Nashville and Chattanooga railroad company. The stock to consist of 15,000 shares at \$100 each—the company scribed and five dollars on each share shall have tical men and capitalists.

We have reliable information that Mr. Ellet is at present engaged in preparing a plan let is at present engaged in preparing a plan lets of this kind. Read the first time.—Georgia

Railroad Projects.-The citizens of Massilon protime. Of the entire practicability of such a pose to the Cleveland people, to bring their railroad down to that place, then to branch to the Ohio river The first important suspension bridge and to Columbus through the counties of Holmes

Boston, CONCORD AND MONTREAL Railroad. Proposals will be received for the Grading and Masonry of this Road, from Concord, Wrought iron chains were used to support N. H., to the Connecticut river at the mouth of Ammonoosuc river, till the 23d inst. Specifications; Profiles, Surveys, etc., may be obtained of the Engineer, William P. Crocker, at Meredith Bridge, who will furnish any desired information in relation to will be commenced as soon as may be after the contracts are closed.

Sealed proposals may be made to either of the Diuniversally adopted in structures of that sort rectors, or the Engineer, and will be considered by The cables are formed of an assemblage of the Board at the Eagle Coffee House, in Concord, on

> JOSIAH QUINCY.
> President B. C. and M. Railroad. December 2, 1845. 2t 50

NOTICE TO RAILROAD CONTRAC-

tst. For the Graduation, Masonry and Bridging

The approximate quantities are as follows, to wit: 600,000 cubic yards of Excavation and Embankment.

6,500 perches of Masonry.
500 feet of Bridging.
43,090 chestnut or white oak Cross ties, 5 inch face
7 iaches between faces and 7 feet long. 500,000 feet board measure, Hemlock sills 3 in. x 8

in. x 2 in. measured across the centre of the smallest end, or sawed from Spruce timber with square edges, 5 in. x 11 in. or from Hemlock 5 in. x 2 in.

18,000 Chestnut fence posts, holed with 4 holes 7 feet long and measure not less than 8 in. x

4 in. across the centre of the smallest end. 45 tons of Hook Head Rairroad Spike. 90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready for examination on and after the 15th December. FREDERICK HARBACH,

Corporation.
Pittsfield, Nov. 26th 1845.

C. J. F. BINNEY,

GENERAL. COMMISSION MERCHANT
and Agent for Coal, and also Iron Manufac-

No. 1 CITY WHARF, Boston.
Advances made on Consignments.
Refer to Amos Binney, Boston.

Grant & Stone,
Brown, Earl & Erringer,
Weld & Seaver, Baltimore.

December 8, 1845. 1m: 50

A CARD.

HE SUBSCRIBER, EDITOR AND PUBlisher of the Miners' Journal for the last sixteen years, has been engaged, for the last year in collecting the materials for a work, for which he has secured the copy right, in the following words:—"A history of the Anthracite Coal Trade of Schuylkill and the adjoining Counties, Geological and Statistical, accompanied with Maps of the different Regions, the Improvements, Investments, Capacity, etc., embracing a complete and authentic history to the present time, to which will be appended a Synonsia present time, to which will be appended a Synopsis of the Iron Trade."

It is our intention to embrace everything of interest in the work, connected with the trade, up to the beginning of the year 1846, prepared and arranged with a view of continuing the publication, at periods of five or ten years, with such additions as the increased trade will warrant. These branches of trade have assumed an importance which will warrant such a publication; and he feels confident, that with the proffered aid of several gentlemen and the statistics already in his possession, he will furnish the public with a work, which, if not one of the most interesting in its details, it will be of great value to those eagaged and interested in these branches of business ches of business

As soon as the Maps, etc. are prepared, and some idea can be formed of the probable expense of publishing the work, proposals will be issued for the same. All the tracts of Coal land will be designated on the Map of the Schuylkill Coal Region, which will accompany the work. which will accompany the work.

Pottsville, Nov. 13, 1845. BENJ. BANNAN.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which tors. Proposate will be received at the office of the Pittsfield and North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next,

Residuing

North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next,

Residuing

North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next. By order of the board of Directors.

NATHANIEL MARSH, Secretary.

rectors. NATHANIEL MARSH, Secretary.
New York November 5, 4845.
N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq.
Cashier of the Powell Bank.
4446

AILROAD IRON.—THE "MONTOUR Iron Company," Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO.,

43 1v

Corner of Cedar and Greenwich Sts.

ESTERN AND ATLANTIC RAIL-road. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of Octoberand to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

45 tons of Hook Head Rairroad Spike.

90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready rexamination on and after the 15th December.

FREDERICK HARBACH,

Resident Engineer.

Office of the Pittsfield and North Adams Railroad orporation.

Pittsfield, Nov. 26th 1845.

31 49

OTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to property and franchise for the purposes of extending their road from its prosent termination to the city of Albany, and for other purposes.

Dated Nov. 20th.

45 tons of Hook Head Railroad Spike.

90 tons of Cast Iron Chairs.

New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to be extending their road from its prosent termination to the city of Albany, and for other purposes.

Dated Nov. 20th.

BOSTON AND MAINE RAILROAD. Upper Route. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading, Stoneham, 
Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted.) as follows, viz.

Leave Boston for Portland at 7½ a.m. and 2½ p.m. Leave Boston for Great Falls at 7½ a.m., 2½ p.m. and 3½ p.m. Leave Portland for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls for Boston at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.m., and 3 p.m. Leave Great Falls at 7½ a.

Boston at 61, c4, and 11 a.m., and 61 p.m.

Special Train.—A special train will leave Boston at 61 a.m., and Andover for Boston at 111 a.m., and Andover for Boston at per mile.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to earry Baggage above \$50 in value, and that personat Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

October 20, 1845.

A3 1y

Super!L

PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagep in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of.

The establishment being large, can execute orders

It is never touched by passing trains, except when

Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a jatent in the United States for his process of sme.ting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late R. v. F. W. Geissenhainer, are prepared to grant licer. see for the manufacture of Iron according to Mr. Crane's principle. of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.

ja45 No. 4 Sout Fronth st., Philadelphia, Pa

ACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small or-

ders with promptness and despatch.
Railroad Work.
Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of pat-

style and workmanship.

Mill gearing and Millwright work generally;
hydraulic and other presses; press serews; callenders; lathes and tools of all kinds; iron and brass

castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York

OR SALE AT A SACRIFICE—A LOCO-motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse ""

1 Upright Hydraulic Press. All of which will be sold low, on application to
T. W. & R. C. SMITH.
Founders and Machinists,

Alexandria, D. C.

Passengers to Atlanta, head of Ga. Railroad, \$7.
German or other emigrants, in lots of 20 or
more, will be carried over the above roads at 2 cents

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON, at Augusta.

Ch. Eng. and Gen. Agent. Augusta, Oct. 21 1845.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, j5a3. Albany Iron and Nail Works, Troy, N. Y. simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge-

port, Mass., and at the office of the Railroad Journal,

New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, ja45 Reading, Pa.

EORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 1\(\frac{1}{2}\) in thick.—bored and turned
outside if required. Railroad Companies wishing
to order, will please give the exact inside diameter,
or circumterence, to which they wish the Tires
made and they may rely upon being served accord. made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron;
Straight Axles for Outside Connection Engine Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, stelle and workmanship.

Wifet, Hon Zagline Railroad Pumping and Sawing Mackinery, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Shafting of any size; Grist Mill, Saw Mill and Shafting of any size; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ple and economical construction, and very effective from and Brass Castings of all descripions.t

ja451v

TO RAILROAD COMPANIES AND MAN ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addres-

sed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
ja45

N. E. cor. 12th and Market sts., Philad., Pa. 31

NORWICH AND WORCESTER RAIL-Road. On and after May 22, 1845, Trains will leave as follows, viz:—

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 41 p.m. Leave Worcester, at 10 a.m., and 41 p.m.
The morning train from Norwich, and the

morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Now York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and
Boston, daily, except Sunday. Leaves Worcester
for Norwich and New York, at 71 a.m., daily, except Sunday, and arrives in Norwich at 91.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than
when paid in the cars.

when paid in the cars.

EMERSON FOOTE

Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets immessions solidity for years.

For sale in lots to suit purchasers, in tight paperad harrels, by JOHN W. LAWRENCE,

143 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

SUMMER ARRANGEMENT-FARE

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$ 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a southern Mail Line, and the only one that issues a south. through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston 21; Baltimore to Weldon 10; Baltimore to Petersburg 750; Baltimore to

Richmond 77.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 31 p.m.; arrive in Balti-more at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in cight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the rich of any detention at intermediate points at the contraction. risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule .- Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p. m.; arrive in Baltimore at 21 p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.— Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. STOCKTON & FALLS.

May 12tf

POSTON AND PROVIDENCE RAIL-road. Passenger Notice. Winter Arrange-ment. On and after Mon-day, Nov. 3, the Passenger Trains will run as follows

For New York—night line, via Stonington.— Leaves Boston every day, but Sunday, at 4½ p.m. Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m.

Dedham trains, leave Boston at 9 a.in. 3, and 10 p.m. Leave Dedham at 8 and 10 and 4 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8.20 a.m. and 21 p.m. All baggage at the risk of the owners theneof

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm. W. RAYMOND LEE, Sup't. 311y

BRANCH RAILROAD and STAGES COnnecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.— Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and inter-mediate places. Two daily lines each way, as follows:

ALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprictors of Passenger lines on the Pennsylvania improvements, to receive the fare for the

whole distance from Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket of-

fice daily, Sundays excepted, at 31 p.m. for Cockeys-ville, Parkton, Green Springs, Owings' Mills, etc. Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at

9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and follow-

ing dari 1 any passenger train.
D. C. H. BORDLEY, Supit.
31 ly . Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21 x inch Flat punched Rails, Bars

BALTIMORE AND OHIO RAILROAD.
MAIN STEM. The Train carrying the
Great Western Mail leaves Bal-Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conncting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumand with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsthe Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M. and from Frederick to Baltimore at 8 A. M. WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. and the Relay house. Fare \$1 60 through between the Relay house. Fare \$1 60 through between the Relay house. Fare \$1 60 through between stop, after leaving the City Hall, only at the corner Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13 ty

ENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.

This Road is open for the trans-

40 cts. per hundred.

On molasses and oil ...... \$6 00 per hhd.
Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE,

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lex-

ington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.
The winter arrangement (after 15th September to

15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 35 1y

BRINLEY, Manufacturer, Perth Amboy,
N. J. Guaranteed equal to any, either domestic or
foreign. Any shape or size made to order. Terms,
4 mos. from delivery of brick on board. Refer to
James P. Allaire,
Peter Cooper

Peter Cooper, Murdock, Leavirt & Co.

J. Triplett & Son, Richmond, Va. J. R. Anderson, Tredegar 1ron Works, Richmond, Va.

J. Patton, Jr. Colwell & Co. J. M. L. & W. H. Scovill, Waterbury, Con.

N. L. & W. H. Scovill, Waterbury, Con.
N. E. Screw Co. Provicence, R. I.
Eagle Screw Co.
William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.
25,000 to 30,000 made weekly.
35 1y

18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ x ¼ inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

230 tons 2½ x ¼ inch Flat Rails.

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AII/ROAD IRON AND FIXTURES.

The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., je 30 Wall st., N. York

NEW YORK AND HARLEM RAIL-Road Company.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Cor-ners, and White Plains—7:30 and 10:30 a.m., and 1 and 3.30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11-30, 2-30, and 4-30 p.m. for Williams' Bridge.

Leave White Plains for City Hall-8-10, 11-10 a.m , and 1.45, 4.10 p.m.

Leave Tuckahoe for City Hall-8-20, 11-20 a.m., and 1.55, 4.20 p.m.

Leave Williams' Bridge for City Hall—7:45, 8:45, 11:45 a.m. and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morisiana for City Hall—8·10, 9·10, and 10 a.m., and 12·10, 1·10, 2·40, 4·10, 5·10, and 6·10 p.m.

The freight train will leave City Hall at 12.45 p.m. and leave White Plains at 11.10 a.m. All freight must be at the City Hall between the hours of 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. and 19.30 p.m. The White Plain to 10.30 a.m. and 19.30 p.m. and 19.30 p.

before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7.30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.

HE LONDON RAILWAY RECORD,
Edited by Mr. John Robertson, A. M.,
connected from the commencement with the Week-

ly Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Rail-

way affairs.
Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca. st. London. Office 153 Fleet street, London.

46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.
The Daily edition of the Courier, presents to

merchants and others, an extensive medium of admerchants and others, an extensive medium of advertising. The circulation of the Semi-Weckly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements. ces current or advertisements

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect. Our extions to obtain and publish authentic infor-

maintain its reputation in this respect,
TERMS OF ISUBSCRIPTION.

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# ALFANCAS I TOUR THE TOURS IN THE AMERICAN RAILROAD JOURNAL,

## AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

. . 12

AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., No. 52.1

THURSDAY, DECEMBER 25, 1845.

[WHOLE No. 495, Vol. XVIII.

Beam

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the ments of new undertakings fairly before the public.

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TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
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R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

#### KITE'S PATENT SAFETY BEAM.

Safety

Safety

SLAN

ELEVATION

MESSRS. EDITORS.—
As your Journal is devoted to the benefit of the public in gen-eral I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was til the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan.

the car been constructed on the common plan
the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and serious
ly injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting
of the value of Mr. Joseph S. Kite's invention of the
Safety Ream Arle and Hub for railroad cars. They
have for some time been applied to passenger cars
on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of arles have occurred, and in
such the cars have uniformly run the whole distance
with entire safety. Had not this invention been
used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property
and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent;
GEORGE CRAIG, Superintendant,

GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and transportation
ja45

PATENT HAMMERED RAILROAD, SHIF and Boat Spikes. The Albany Iron and Nai. Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the hest entire in malest

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by

ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spiles in market to this as to quality and appearance. All orders and dressed to the subscriber at the warranting them fully equal to the best spiles in market to this as the property of the subscriber and the warranting them fully equal to the best spiles in market to the subscriber and the warranting them fully equal to the best spiles in market.

The above spiles may be had at factory prices, of Erasux Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia, Wm. E. Coffin & Co. Boston. jad5

PATENT RAILROAD, ShIP AND BOAT

These Arresters are constructed on an attentive different principle from any network of the control of the subscriber obtained a patent which after five years' successful operation, and work of the property to any ever offered in market.

Railroad companies may be supplied with Spikes having countersals heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States and the properties of the control of the spikes and the properties of the control of the contr

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentiey, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Balth houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

FORCE, GREEN & CO. New York.

#### DAVENPORT & BRIDGES' PATENT CAR AND TRUCK



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They lso furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and torwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every inteen minutes.

R AILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
A. & G. RALSTON

4 South Front St., Philadelphia. THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, A Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale all orders.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

YUSHMAN'S COMPOUND IRON RAILS. Cushman's compound made important etc. The Subscriber having made important improvements in the construction of rails, mode of ENGINES AND BOILERS. guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Componies, Iron Founders, and others interested in the works to which the same relate. Comterested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected witheir construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applicaitons must be post paid.

O RAILROAD COMPANIES AND BUILD ERS OF MARINE AND LOCOMOTIVE

#### PASCAL IRON WORKS.

#### WELDED WROUGHT IRON TUBES

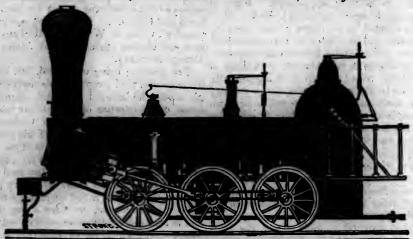
Prom 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, Tr. Lt. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER Furss.

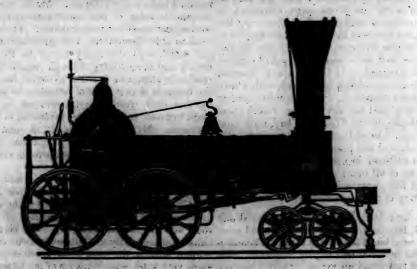


Manufactured and for sale by MORRIS, TASKER & MORRIS. Warehouse S. E. Corner of Third & Walnut Streets. PHILADELPHIA.

### NORRIS' LOCOMOTIVE

BUSH HILL, PHILADELPHIA, Pennsylvania.





ANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip-

15 inches Diameter of Cylinder, × 20 inches Stroke. Class × 24 2, 14 " 141 × 20 × 20 × 20 121 "

" 5, 11½ " " × 20 " Elacksmith shop, 49 feet long by 20 feet wide.

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State st., Boston, or to A. & G. RALSTON & Co., 2 muddelphia. With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. for the Trucks of Locomotives. Tenders and Cars.

Y of the discount. See you NORRIS, BROTHERS.

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.
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TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken toget her, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

V. R. CASET, Civil Engineer,

VALUABLE PROPERTY ON THE MILL

Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Roxbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &ce.

es, &c.
Work shop, 86x35 feet, on the same floor with the

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x454 feet two stories high, with a shed part 454x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven

corn oven.

Store house—a range of buildings for storage, etc.,
200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

CYRUS ALGER & CO., South Boston Iron

The Wolf Island, Kingston and Toronto | be "tapped" by this route. The distance calculating on the rapid increase of the coun-Rome and Kingston Railroad.

Provisional Committee.—John Counter, Esq., of Kingston, chairman.

Esq., M. P. P. Lenox and Addington, Bath; tled and more densely populated part of Canroad; and they pledge themselves that £100, ada West, including the Home and Simcoe, 000 of the stock shall be taken on the route. ton, Henry Gildersleeve, Esq., John Watkins, Newcastle and Colborne, Prince Edward and

New York, connecting New York and Bos- cessible to be fully appreciated. First, at via Albany, Schenectady Utica, Syracuse, and Kingston, the nearest point in Canada to New Rochester with Buffalo, and the great Erie York, situated at the head of the river St. canal, connecting the waters of the Hudson river with those of lake Erie, are intersected the road will meet the Rideau canal, connectat Rome (sixteen miles from Utica,) in the ing the waters of lake Ontario with those of state of New York, by the Rome and Kingston are the Ottawa river; it will at Kingston also meet the traffic and business of the country Kingston and Tourist and the waters of lake Ontario with those of the Ottawa river; it will at Kingston also meet the traffic and business of the country Kingston and Tourist and the land of the St. I was a state of the country of the kingston and the land of the St. I was a state of the country of the kingston and the land of the country of the kingston and the land of the country of the kingston and the land of the country of the kingston and the land of the l Kingston and Toronto railroad, the commu. on the banks of the St. Lawrence, as far down nication will be extended through the oldest as Brockville, some 60 miles; it will also settled and most productive part of Western meet the bay of Quinte business, embracing Canada, until it joins at Hamilton or Toronto the Hamilton and Sandwich road, which ward, Lenox, Addington, and Hastings. connects Hamilton, on lake Ontario, with sandwich, nearly opposite Detroit, on lake St. all probability be joined by a branch railroad Clair, and the stock of which, to the amount of £1,375,000, has been taken in England, and the remainder £125,000 which was all other months, but which are nevertheless lotted to Canada now quoted at 21 per cent.

lantic seaboard.

The advantages it holds out over the route by Rochester, Buffalo, and the south road from thence to Peterborough; and at Whitby it will be met by the Plank road ester, Buffalo, and the north side of lake Erie, are, that reckoning the distance from Albany, it will be ninety miles shorter than the one, and about thirty miles shorter than the other, while it will be available for the purposes of commerce and travel at all seasons of the year. 2d. That only a small portion of the route, in comparison, remains to tion of the route, in comparison, remains to be provided for. The portion from Rome to Island, Kingston and Toronto railroad comroad, and its great advantages to New HampKingston is in the hands of our American pany, are, 1st. That it will form the connectshire, and especially to Portsmouth, our only inglishers, with a third part of the stock taken ing link between two highly important roads scaport town in the state. Mr. Jenness gave by the people residing on the line of the road, sure to command an extensive travel and business and the remainder now sure of being taken by Boston and New York capitalists, as soon as laid before them. The stock of the portage a well populated and fertile country still flattering prospects. Of these, and many other extending from Hamilton to Sandwich is in the neighborhood as laid before them. tion extending from Hamilton to Sandwich is in its infancy, but even now numbering er things connected with the road, we shall not only subscribed for in full, but the first in a population of two hundred thousand stalment actually paid in to the London bank- and an annual business to the amount of one ers of the company; and therefore the link million; and 3d. That it will join at a num- The meeting was very fully attended, and from Kingston westward to the terminus of ber of points other means of transportatino the Hamiltan and Sandwich road, is the only and travel and sources of business; all tending a meeting of enthusiasm and spirit, evincing untouched portion of the whole route. Further, that a much larger, more cultivated, and Wolfe Island, Kingston and Toronto railroad that the "time has come" when they will act

Railroad Company, in connection with the from the head of lake Ontario to Kingston, try, or the incentive which the means of trawhich would be totally unaffected by any vel and business always lend to them, will other route, is about two hundred miles. The render the road not only a good and patriot-country all along the shore of lake Ontario is ic scheme, but a fair, safe, and profitable in-John A. McDonald, Esq., M. P. P. Kings cultivated, at a fair average, forty miles toton, Henry Smith, Jr., Esq., M. P. P. county wards the interior, making altogether a surface of eight thousand miles of the oldest setengineers now employed in surveying the road; and they pledge themselves that £100,-Esq., John R. Forsyth, Esq., William Wilson, Esq., director bank of British North America, Thomas A. Corbett, Esq., sheriff Miller, Esq., A. B. Hawke, Esq., Thomas Kirkpatrick, Esq., Douglass Prentiss, and Charies Stuart, Esq., Kingston.

Newcastle and Colborne, Prince Edward and Victoria, and Midland districts, with a gross retary.

Victoria, and Midland districts, with a gross retary.

Victoria, and Midland districts, with a gross retary.

Committee Nov., 1845.

Portsme
The stock of the Portsme
The Great Western railroad of the state of lable, and which only require to be mode. The Great Western railroad of the state of lable, and which only require to be made ac-Lawrence, and the foot of the lake navigation, lotted to Canada now quoted at 21 per cent. valued at £40,000 by their owner, the Hon. and is believed by those acquainted with the advance, and selling at that rate in Hamilton. Peter McGill of Montreal, and are said to reasonable and fair estimate. Mr. C. stated The route, when completed, will form not contain as fine ore in as large quantities as that the location of this route rendered the only the shortest and cheapest route from any mine now worked in the world. At the Western Canada, but also from Michigan, Trent, by means of the canals now completed, Ohio, Illinois, and the rich and growing re and those in progress, the only outlet for the gions of the far west, to the cities of the At. Otonabee and Rice lake country will connect ges which will inevitably result to Portsit with this road. At Port Hope a junction will in all probability be effected, with a rail-

equally fertile region in Canada West, will to an extent which at present, and without as well as talk .- Portsmouth Mercury.

J. Counter, Chairman; A. Campbell, Sec-

Committee Rooms, Kingston, C. W., 12th

Portsmouth and Concord Railroad.

The stockholders residing in Portsmouth, of the Portsmouth and Concord railroad, held a meeting in the temple, on Monday evening last, to hear the report of the engineer of his surveys of the different routes between this town and Concord. The meeting was called to order by James W. Emery, Richard Jen-ness was chosen chairman, and James W.

Emery, secretary.

The meeting being organized, Mr. Carter the engineer, read a report of his surveys, and gave what he believed an exact estimate in detail, of the expense of constructing the entire road from Portsmouth to Concord.-Without going into the detail of his calcula-tion here, we give the whole cost of the road in round numbers, including all the expense of construction, and furnishing the road with reasonable and fair estimate. Mr C. stated road of easy and cheap construction. He also read an able dissertation of the great advantamouth and the country through which this road is to pass, and detailed to some length the business which must of necessity be done by this road, rendering investments in its

On the whole, the advantages of the Wolfe importance of an early construction of the

Central Railroad .- At the late meeting of the Northfield route, which leaves Onion riwer at the mouth of Dog river, some 2 miles
this side of Montpelier. This decision, howgether as firmly as the west and southwest
gether as firmly as the west and southwest
pedient to construct the proposed railroad and different state of facts in reference to the "gulf route." The road enters this town by way of the falls, and a cut through the sand bank east and west. The vast, rich, grain-grow
"Clute and Scabury's Improved Patent near Thompson's, north of the village. The ing, and mineral regions of northern Illinois, depot, it is generally understood, will be at lowa, Wisconsin, Michigan and the countries the lake shore, north of Blina's wharf—the about the upper lakes would connect themsand of the deep-cut furnishing materials with selves with it by canals and railroads, through which to make the requisite amount of land which would be poured their multiform trea out into the lake.—Burlington Free Press.

our city to Pittsburg, is conceded. We think and Indiana through her Wabash and Erie it necessary; and we feel in this matter, as canal, and her line of railroad, stretching we did in 1823, when we began to stir up the from Madison through Indianapolis, to Lafpeople to a consideration of their true interapeter to lake Michigan, would place hereafter the south of the south o ests in this particular. We all know that railroads are modern inventions, (or application and when the tions,) compared with canals; and when the with it at Sandusky and Cleveland; and Pittswork of internal improvement was begun in burg, the commercial emporium of western Pennsylvania, railroads, as a means of public conveyance, were little understood. Canals ed between Cleveland and Wellsville, would find herself associated with the same grand

There was at this time, in Philadelphia, a northwestern states. society for promoting internal improvement. At their suggestion, a civil engineer went to Middletown and Providence Railroad.— England, chiefly to ascertain the best modes The Middletown Constitution of this week, fore the public, in a pamphlet of much Worcester, and after running up to Plainfield, strength, which, if we mistake not, was republished in three languages in Europe. A rail-tence to strike over and intersect the Providence and Stonington, says:—
road interest sprung up, and railroads follow—
"The road above mentioned is a bout tobe ed. Had the people understood the value of put through, and that in a very short time. railroads then, as they do now, we think it The surveys are going on finely and nothing probable that the canals would have given has been discovered to hinder the building of place to railroads, and our people would not, a railroad on the proposed route." at this time, have been devising ways and In another article means to get to Pittsburg on Pennsylvania find the following:-

grounds.

sures. The Illinois canal would enrich it The Continuous Railroad.—The importance of a railroad communication direct from our city to Pittsburg is conceded. We think and few thoughts of railroads upon a main trunk, which like the great Aorta of the huroute; and so canals were ordered and carried man body, would be the principal channel on, in fulfilment of the desires of the people. of life to the whole system of western and

of making locks, etc. Mr Strickland return- replying to a paragraph in the Hartford Coued a convert to railroads-a mode of commu-rant in which it was said that the people of nication then not approved in this country, Middletown had commenced the survey of a even where known. Our townsman, George route between Middletown and Norwich with W. Smith, Esq., brought the matter fully be-

In another article of the Constitution, we

"The citizens of Providence held a meet Now we are called on to go to work, and ing on the 29th ult. in relation to the propossupply deficiencies to make up for what was ed road to connect with the Norwich and supply deficiencies to make up for what was not done; and it is scarcely to be supposed that there are many persons in Philadelphia, acquianted with its sources and means of business, who do not feel the necessity of a rail-road communication between our city and Pittsburg. If the necessity exists, it must be supplied.—U. S. Gazette.

ed road to connect with the Norwich and Worcester road at Plainfield, and also to connect with the proposed Middletown road, and thus make the shortest route between Boston an legion; from Lowell to Newburyport, from Andover to Salem, and others too numerous to mention. A union of interests of the Western and Worcester town. The Journal says that 'quite a large number of our most wealthy and public spirited citizens attended the meeting, and there of 5 miles, as may be done according to the charter

Dr. Bailey, of the Cincinnati Herald, while seems to be a determination to carry the road the directors of this company, at Boston, the engaged in narrating the movements in north-through.' A number of resolutions were road was located for the entire distance from the mouth of White river to Burlington. The contract has been taken by two individuals, who are to have the work completed ready who are to have the work completed ready looks into the future as follows:

adopted by the meeting. In which they say the subject rises vastly in importance when the proposed plan is viewed as a connecting link in the grand route of a continuous railroad befor the cars, by the 1st of April '47. A New York contractor takes 30 miles of this end of the road, and Mr. Belknap, the great New bordering counties of Michigan and Indiana, of the country, shortening the distance be-England contractor, the balance. These gen- to Toledo, along the southern shore of lake tween them some 30 miles, thus insuring the tlemen are expected on the ground the present week, and before this sheet reaches some
of the great New York and Erie railroad,
of its readers, operations will have actually
commenced. The company have adopted ments of this country. It would bring the
carriage of merchandize between those great

ever, is open to review, on the showing of a are united by the father of waters. It would we will use all proper exertions in our pow-

"Clute and Scabury's Improved Patent Heat Generator .- The active agent is a common blower, acting on a coal fire in the common boiler grate, from which the heat and flame pass over a bar which brings them into close contact with the boiler, which they follow to the farther end. Here, instead of passing up into the flue, the unconsumed gasses pass down into a lower reservoir or outlet; from which they escape into the chimney, into which a strong current of atmospheric air is admitted perhaps two feet above the re-servoir. This air being heavier than the heated gasses, bears them down; and in fact all the gasses usually escaping from fuel and forming smoke, heated air, etc., are retained in the fire chamber and consumed, except the carbonic acid gas, (incombustible) which alone passes off, hardly warm, through the chimney. All besides is retained and consumed in the formation of steam. Any offensive gases which may be generated by the manufacture carried on by the help of the engine to which this apparatus is attached, may be conveyed into the fire chamber and made not merely harmless but useful.

Railroad Improvements.—We learn from an authentic source, says the Macon Messenger, that the Boston and New York association of capitalists, who recently purchased the Monroe railroad, are determined not only to finish, and put in complete repair their entire road to the state terminus, immediately; but that they are also determined to build the road to Columbus with the least possible delay.

The contracts for furnishing timber for relaying the Monroe road, have all been taken. The delivery of which is to commence by the 1st of December, and to terminate on the 1st of March.

The road to Columbus will be speedily commenced, and prosecuted to completion with despatch.

The Nashua road has recently declared a semi-annual dividend of 5 per cent. The first installment on the stock of the Nashua and Groton railroad [to-wards Worcester,] has been called for, and the whole line to Worcester will undoubtedly be put in course of construction in no long time. When completed the time and distance between here and New York will be much lessened.

		EN	GLISH	RAIL	ROAL	LAĤA	RE-L	5'3 .		. \	
	1 0	7	=	35	E # 4		Dividen	d at 1451		LALAND PROPUSED	1 Shate .
	ened.	.4	. 0	a .	20 :	.= =-	thee	ting.	1	RAILWAIN.	Capital.
	9 0	2   9		da tes	B .	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			1 1	Alerdeen	1,600,000
	9 0	å å	2.5	-54		1 = 2	8	- LE	1	Barnsley Junction	200,000
MANTE OF BATTWAY		0	5 0	at ii.	6.5	pounds, for si as stated in la ance shrets.	share.	cent.	share.	Belfast and Ballymena	
NAME OF RAILWAY.	o su	7 . 8	9.		5 5 5 5 T	3 5 5 5	49	5 6			
Committee of the second second	Miles	shares.	horized loan or n	3 9 3	of wo	P -	. e			Blackburn and Accrington	
	2 -	0.4	0 8	252	- 5 5	nta nd	Pe	Per ler	o o o	Birk. and Ches. Junction.	
	Tote	5: 1	Et I	Total expendatest	Cost of pounds for as stated lance shree	Total nunds, s stated	£ s. d		Paid of	Bolt., Wigan and Liverpoo	
* *	F	T of	by	F 2 4	0 2 2 2	0.88				Caledonian	1,800,000
Arboath and Forfar	15 10	02,000	35,000	138,870			0 12 6		25 20	Cambridge and Lincoln	
Birmingham and Gloucester	55 1,18	37,500 4	07,336	1,500,806	39,261	53,203	1 50	2 10 0	100 100	Chatham and Portsmouth	5,000,000
Brandling Junction			65,470	481,452				4 10 (	50 54	Chester and Wrexham	120,000
Bristol and Gloucester			11,000	657.825		•••		nihil.	30 59	Churnet valley	1.800,000
Chester and Birkenhead			43,170	518,989	5.856	13,148	0 10 0	2 0 0	50 60	Direct Northern to York	4.000,000
Dublin and Drogheda			50,000	582,254				nihil.	60 115	Dublin and Belfast	950,000
Duhlin and Kingston			52,200	349,736			9 00	9 0 0	100 251	Dundee and Perth	250,000
Dundee and Arbroath			49,445	153,416						Edinburg and Northern	
Durham and Sunderland			24,055	270,392				nihil.	50 25	Elv and Bedford	270,000
East County and North and East				3,931,905		118,726			45 57	Glosgow, Dum. & Carlisle.	
Edinburg and Glasgow				1,649,523						Gt. South and West Ext	1,200,000
Glasgow, Paisley and Ayr				1,071,258	12,446		. = 0			Gt. Grimsby and Sheffield.	600,000
Glasgow, Paisley and Greenock	221 65			797.643	11,830					Harwich and E. coun, Jun.	160,000
Grand Junction	104 9 45	78 719	20,000	2,503,671		195,080			100 239	Huddersfield & M. rl. & cl.	600,000
Great North of England				1,307,487	12,201				100 230		125,000
				7,445,689					80 215	Leeds and Dewsbury	400,000
Hartlepool	15 1 49				140,219	220,020	2 00		100	Leeds and Thirsk	500,000
Laigneton and Communication	101 40	8,000 1		719,205	0.000	6.317	1 50			Liv. Ormskirk and Preston	
Leicester and Swannington	161 14	0,000		140,000	2,207				100 214		
Liverpool and Manchester				1,785,000	04,880	141,252	1 00				1,750,000
Llanelly		0,000	14,000	221,624		450000			0.10.00	London and York	5,000,000
London and Birmingham	2021 6,87	4,9761,9	28,845 t	0,614,005	96,413	456,997	5 0 0		100 245	Londonderry & Enniskillen	
London and Blackwall				,768,851	15,978	23,870	0 3 0				200,000
London and Brighton				2,637,753	30,490	130,156	1 10 0		1 00	Manchester, Bury and Ross	300,000
London and Croyden			29,000			10,545	0 8 0			Manchester and Buxton	250,000
London and Greenwich		9,383 2		,040,930	15,193			nihil.	13 11	Mullingar and Athlone	
London and South Western	92 2,22			2,604,405		190,631		10 0 0		Newcastle and Berwick	.700,000
Manchester and Birmingham	31 2,10			1,923,699		58,162				Richmond & W. End Junc.	
Manchester and Bolton	10 77			773,743	8,585			4 10 0			700,000
Manchester and Leeds and Hull		7,500 1,9				156,761		8l. a 10l.		Sheffield and Lincolnshire.	650,000
Midland railway	1794 5,15	8,900 1,7	19,630 0	5,279,838	75,227	276,129	3 0 0			Shrewsbury and Gd. Junc.	400,000
Newcastle and Carlisle		8,240 18	38,563 1	,135,069	26,499	46,745	5 00		100 113		900,000
Newcastle and Darlington		0,000		405,728			1 00	8 0 0	21 56		900,000
Newcastle and North Shields	7 15	0.000 1	53,876	309,629	8,943	18,466		6 9 0	50 69	West London Extension	64,000
North Union	39 73	9,201 30	08,306	,028,593	24,788	37,794	2 10 0	6 5 0		West Yorkshire	1,000,000
Paris and Orleans			0.000 1	,978,415			0 16 0	8 0 0	20 45	Whitehaven and Maryport	100,000
Paris and Rouen	84 1.44	0.000			31,247	91.171		8 0 0	20 40	FRENCH BAILWAYS.	10 m a 2 m
Preston and Wyre			79,852	355,161	4.191				50: 32	Boulogne and Amiens	1.500,000
Sheffield and Manchester			1,759	951,455	11,895			nihil.	87 135 6		
South Eastern		6,000 1,53				139,042		3 1 4	33 48	Lyons and Avignon	2,400,000
Taff Vale.			05,000	595,089	9,115	22,692	1 17 7	3 15 0	100 104	Orleans, Tours & Bordeaux	2,000,000
Ulster			20.000	348,626	5,401	13,856			32 52	Paris and Lyons	2,500,000
Yarmouth and Norwich			32,500	230,036	5.186	10,008			20 29	Paris and Orleans	1,600,000
York and N. Mid, and Leeds and Selby	28 1.06						2 10 0	10 0 0	50 115	Paris and Rouen	1,400,000
- Coloy	177	-	-			-	-	-	*********		

44.	m and I						SCELLANEOUS COMPA		1 A 14	0.4			10
	Num. of				Last	Present	NAME OF COMPANY.	Num. of shares.	Am't. of	Amount paid.	Div. p.c.	Last price.	Presen price.
NAME OF COMPANY.	shares.	share.		per ann.		price.	Loughborough		1421	1421	70	1140	price
Anglo Mexican Mint	10.000	10	10	-	154	154	Monmouthseire	2,409		100		160	160
Anti Dry Rot	10,000		181		2	108	Malton Mowbray		100	100		117	117
Australian Trust Company	5,700		35		341		Melton Mowbray Mersey and Irwell		100	100	10	117	11.
General hteam Navigation	20,000		14	10	274	27	Macclesfield.	3,000		100	21	15	15
It Western Steam Pa	20,000	10	100		25	21	Neath.		100	100		365	
Metropolitan Wood Pav	15.000	10	6	5	61		Oxford	1,786		100		505	365
Patent Elastic Pav	10,000		l i	5	11		Regents or Loncon			331	2	25	25
Peninsular and Oriental.	11,493		50	7	641			21,418					
Ditto	3,200		40	7			Shropshire		125	125	16	120	120
		30	40	6			Somerset coal	800	150	150		123	123
Polytechnic Institution					104	::::	Stafford and Worcester	700	140	140		480	480
Reversionary Int. Soc	5,387		100	41	104	104	Shrewsbury	500	125	125		230	230
R. Mail Steam Packet	15,000		60			37	Stourbridge	300	145	145		360	360
South Western Steam	4,000		5	1			Stroudwater		150	150	19	9011	11-
Ship Owners' Towing	3,000		73	10	15		Swansea		100	100	15	240	240.
Thames Tunnel	4,000		50				Severn & Why & Rail Av.	3,762		261	51	30	30
University College	1,500	100	100 -	1	1		Trent and Mersey	2,600	50	50	65	495	1.0
	Ca	nals.				-1.	Thames and Medway	8,149	191	194		10	10
Ashby de la Zouch	1,432	1113	I av.	1 4	. 70	. 70	Warwick and Birmingham.		100	100	104	167	1.00 32
Barnsley	720	100	100	14	180	180	Warwick and Napton	980	100	100	81	122	
Birmingham, 1-16 share	3.000		79	10	150	160	2	Water	Work	S.			-
Do. and LiverpoolJunction	4,000		100		131	131	Birmingham	4.800	25	, 25	34	28	1 28
Coventry		100	100	20	365	365	East London.	4.433		100	8	223	225
Cromford	460		do.	24	250		Grand Junction			41 2-3		88	90
Derby			do.	9	105		New River L. B. Ann	1.500			21	30	
Erewash		do.	do.	32	440		Manchester and Salford	6,486		30	8	57	57
Forth and Clyde	1.297		401	A	440		Vauxhall, lt. S. London	1.000		100	.5 . 1	55	55
Grand Junction	11,600		100	1 4:1	162	1611	West Middlesex			634		126	127
			do.	1 29	20		Y Cot MiddleSex			1 001			1141
Grand Surrey	1,500						Sa		oks.	1200			
Floucester and Rerkley	5,000		do.		8.	8	Commercial Dock			100		160	- *
Grantham		150	150	8	185		East and West India		sto.	1 3 -	51	137	100
Lancaster	11,699		471	3	40		London	3,238,310		1	4		115
Leeds and Liverpool	2,897		100	34	640		St. Katharine	1,352,752		-	5	116	171
Leicester	545		140	1 9	139	139	Southampton	7,000	50	50	1	1	

	AME	RICA	STATE	WOR	KS AN	D CAN.	ALS, I	etc.				-
*25	STATE WORKS.	Length in miles	Cost.		43. Expend.		44. Expen	The	State U	anals are all 4 to	et deep, and the	e locks ar
N. Y.,	IBlack river canal	. 35	1,524,967					T	e six 1	nillions paid t	o the canal f	und fron
. 18	2 Cayuga and Seneca		237,000		10,953	24,618				salt duties a		
. 64	3 Champlain canal4 Chemung.		1,251,604 684,600			116,739				cost. The G canals requir		
11	5 Chenango.	97	2,420,000			22.179	15,960	comr	letion.	the interest of	which additi	onal sum
66	6 Crooked lake	. 8	156,777	461	3,674	: 1,498	3,951	is mi	ich gre	ater than the e	stimated gros	s income
	7 Erie—enlargement of	. 363	12,648,852	1,880,316				of th	ese can	als when fini	ished. The	sums re-
	8 Genessee valley		3,739,000	10 000	12 010	19,641	15 557	quire	d to con	mplete these to 0,000, making	wo canals are	\$2,000,
	10 Oneida lake	. 6	50,000		13,819 2,239	621	1.636	finish	ed \$5.5	53,000 and \$2	409.000: an	expendi-
. 48	11 Oswego	. 38	565,437		22,742	56,165	28,599	ture i	ncurre	d on estimated	incomes (ad	mitted to
Pa.	12 Beaver division canal	. 25				7,381	5,386	be lib	eral,)	of \$39,000 and	\$14,000 resp	ectively.
	13 Delaware canal					109,278	22,870	A 11	e total	receipts from	the works of	Pennsyl-
	15 Seneca river towing path	. 45				381				43 were \$1,0		
"	16 Columbia railroad	821				443.336	205.067	Til	-	the cost about pts for 1844 w	ere as follows	2 •
	17 Eastern division	. 36				179,781	138,915	Cana	l tolls.		- LOUIS WOULD WI	578.404
a	18 Juniata canal	. 93				4 0		Railr	oad tol	ls		252,855
	19 Portage railroad	361	1,828,461			331,102	248,943	Moti	ve pow	er,	-	319,590
	21 North branch Susquehannah canal		-		-			- F L	Sal ME	or noon in Com	110 miles of	13,477
66	22 West " " "	. 72				101,949	57,633	and ¢	110H 3500	4 from 550 mi	les of canal	rainoau,
Ohio	23 Hocking canal	. 56	975,130	4,757		5,286						ov a pro
. 11	24 Miami canal		1,660,742	68.640	38,826	77,844	14 741	perty	tax of	51 mills on th	ne dollar. T	here are
14	25 Miami extension		2,856,636 322,000	8,291		12,723 unfin'd.						
. 11	27 Muskingum	91	1,627,318					1843	4471 R	23 and in 18	44 \$515 393	the cost
	23 Ohio	334	4,600,000	322,754	123,398	343,711		191 12	n 43 1	neing with 577	23.3 The 18	icrease of
11	29 Wabash	91	3,028,340	35,922	6,400	49,589	- 000	hac e	v h i hiter	is only \$43,77 l a greater in	crease intong	hout the
- 16	30 Walhonding	25	607,269			1,977	9 000	count	ry than	ever before k	nown.	,
	31 Western road	31	255,015 11,000,000			8,747	2,323	Th	ese 21	millions on su	undry works	yield no
	33 Maume canal		11,000,000					nicon	ne wha	lever.		
- 111. [3	34 Sundry works	1	10,000,000					Th	e centra	al railroad yie	lds above 6	per cent.,
MILCHE	SolCentral railroad	1110	1,842,308	149,987	75,960	211,170	89,420	and I	s the or	ally State worl	tand alone	canal ex-
~~~	36 Southern railroad	1 68 -	936,295	24,064	7,907	00,341	20,000	~~~	$\sim$	······································		
*****	CANALS.	Length	Cost.	1843. Incom			844. ome.	Div.	Value		REMARKS.	
		miles.	3	Gross.	Nett. eer	it. Gross.	Nett.	cent.	stock.			
1 11	Bald Eagle Navigation	25	400,000		••••							
	Beaver and Sandy, (part)	20	1,000,000								perhaps, at so	
	Charleston, (S. C.)									time be enabl		e particu-
	Chesapeake and Ohio	184	12,370,470	47 637						lars of all the		
0.0	Conesiota		300,000						26	is not yet co	peake and Ol	
- 1	Delaware and Chesapeake	13	0.500.000	200	2.00	100 603	120 624		31	mines, hence		
		ITAG	3 PARK LAND		11 (20)							
4	Farmington		3,500,000								ement of the	
	FarmingtonJames river and Kenhawa			.,	• • • • • • • • • • • • • • • • • • • •					kill canal has	ement of the	enced.
	Farmington. James river and Kenhawa Middlesex		***********		• • • • • • • • • • • • • • • • • • • •					kill canal has The Morri	rement of the s been common s canal was la	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex. Port Deposit.	10	200 000						•••••	kill canal has The Morri for one million	rement of the s been common s canal was la	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan.	10 43	200,000 2,900,000	99.623 5	3.327	131.4 1	84,455		• • • • • • •	kill canal has The Morri	rement of the s been common s canal was la	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark.	10 43	200,000 2,900,000 300,000	99,623 5	3.327		84,455		• • • • • • •	kill canal has The Morri for one million	rement of the s been common s canal was la	enced. ately sold
9 h	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	10 43	200,000 2,900,000	99,623 5	3.327	131.4 1	84,455			kill canal has The Morri for one million	rement of the s been common s canal was la	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris	10 43 45	200,000 2,900,000 300,000 2,900,000	99,623 5	3.327	131.4 1	84,455		• • • • • • •	kill canal has The Morri for one million	rement of the s been common s canal was la	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union.	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5	3,327	131.4 1	84,455		261	kill canal has The Morri for one millio of its cost.	rement of the s been common s canal was le on, about one-	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5	3,327	131,4 1	84,455 Width of	canal	261	kill canal has The Morri for one millio of its cost.	rement of the speen commission about one Income	enced. ately sold fourth of
	Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS.	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000	99,623 5	3,327	131,4 1 ks. Depth on mitre sill.	Width of	canal Surface	26½	kill canal has The Morri for one millio of its cost. Expended to Sept. 1843.	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold
	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal.	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5 Elength of chamber.	3,327 Size of loci	131,4 1 be to mitter sill. feet.	Width of Bottom, t	canal Surface	261 Estim 3,948,	The Morri for one millio of its cost. Expended to sept. 1843. 572 2,485,572	rement of the speen commission about one Income	enced. ately sold fourth of
(Main	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. ptrunk from Port Colborne to Port Dalhousie	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5 Length of chamber. feet. 150	3,327 	l31,4 1 Depth on mitre sill. feet. 8 1-2	84,455 Width of Bottom. feet. 45	canal Surface feet. 81	261 Estim 3,948,	kill canal has The Morri for one millio of its cost. Expended to Sept. 1843.	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold fourth of
Main	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Trunk from Port Colborne to Port Dalhousition branch to Dunville (not added)	10 43 45 80 101	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000 No. of Lockas in feet	99,623 5 Re Length of chamber. 150 150	3,327 iiae of loci Width. feet. 26 1-2 26 1-2	ks. Depth on mitre sill feet. 8 1-2 8 1-2	84,455 Width of Bottom, feet. 45. 35	canal Surface feet. 81	261 Estim 3,948,	The Morri for one millio of its cost. Expended to sept. 1843. 572 2,485,572	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold fourth of
Main Junci Broad	Farmington James river and Kenhawa. Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Trine Welland canal. The Welland canal.	10 43 45 80 101 [Length in miles.]	200,000 2,900,000 300,000 2,900,000 2,000,000 1,000,000	99,623 5 Length of chamber. feet. 150	3,327 	l31,4 1 Depth on mitre sill. feet. 8 1-2	84,455 Width of Bottom. feet. 45	canal Surface feet. 81	261 Estim 3,948,	The Morri for one millio of its cost. Expended to sept. 1843. 572 2,485,572	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold fourth of
Main Junci Broad	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. of trunk from Port Colborne to Port Dalhousition branch to Dunville not added dereek branch to Port Maitland below. The St. Lawrence canal.	10 43 	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 31 31 328 1 6 1 6	99,623 5 Length of chamber feet. 150 200	3,327 Size of loc Width, feet. 26 1-2 45	ks. Depth on mitre sill. feet. 8 1-2 9 9	84,455 Width of Bottom, feet. 45, 35, 45	canal Surface feet. 81 71 85	261 Estim 3,948,	The Morri for one millio of its cost. Expended to sept. 1843. 572 2,485,572	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold fourth of
Main Junci Broad	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. Irunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal.	10 43 	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6	99,623 5 Length of chamber feet. 150 200 200	3,327 Size of lock Width. feet. 26 1-2 26 1-2 45	ks. Depth on mitre sill feet. 8 1-2 8 1-2	84,455 Width of Bottom, feet. 45. 35	canal Surface feet. 81 71 85	261 Estim 3,948,	kill canal has The Morri for one millio of its cost. Expended to Sept. 1843. 572 2,485,572	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold fourth of
Main Junet Broad Galcy Rapid Farre	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. or unk from Port Colborne to Port Dalhousit tion branch to Dunville (not added dreek branch to Port Maitland) below. The St. Lawrence canal. ps and Port Cardinal delat. m's point.	10 43 45 80 101 [Length in miles. e 28 d 21 1 1-2 2 4 3-4	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1- 1 3 1-	99,623 5 Re Length of chamber. feet. 150 150 200 200 200 200 200 200 200 200 200 2	3,327 iae of loc Width. feet 26 1-2 45 45 45	ks. Depth on mitre sill. feet. 8 1-2 9 9 9 9	84,455 Width of Bottom feet. 45 35 45 50 50	canal Surface feet. 81 71 85 90 90 90	261 3,948,	The Morrifor one million of its cost. Expended to Sept. 1843. 572 2,485,572	rement of the speen commission of the speen commission, about one lace of the speed	enced. ately sold fourth of
Main Junet Broad Rapid Farre Cornwa	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Itrunk from Port Colborne to Port Dalhousition branch to Dunville dcreek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal. d Plat. en's point. all, passing the Long Sault rapids.	10 43 45 80 101 [Length in miles. e28 d21 1 1-2 4 3-4 11 1-2	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48	99,623 5 Length of chamber feet. 150 200 200 200 200 200 200	3,327 Size of lock Width. feet. 26 1-2 26 1-2 45 45 45 45	ks. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9 9	84,455 Width of Bottom, to feet. 45 35 45 50 50 100	ceanal Surface feet. 81 71 85 90 90 150	261 3,948,	The Morrifor one million of its cost. Expended to Sept. 1843. 572 2,485,572	rement of the speen commission of the speen commission, about one later than the speed of the sp	enced. ately sold fourth of
Main Junet Broad Galcy Rapid Farre Jornwa Beauha	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. Irrunk from Port Colborne to Port Dalhousition branch to Dunville of creek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal delat. en's point. all, passing the Long Sault rapids. Irrupis, do. Coteau, Cedars and Cascades road. In James and Cascades road. In James and Cascades road. Ill. passing the Long Sault rapids. Irrupis, do. Coteau, Cedars and Cascades road. In James and Cascades road. Ill. passing the Long Sault rapids. Irrupis, do. Coteau, Cedars and Cascades road. In James Canada Cascades road. Ill. passing the Long Sault rapids.	10 43 45 80 101 [Length in miles 2 4 1 1 1-2 11 1 1-4 11 1-	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1-	99,623 5 Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 	ks. 131,4 1 Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9	84,455 Width of Bottom at feet. 45 35 45 50 50 100 80	canal 5urface feet. 81 71 85 90 90 150 120	261 Satim 3,948, 672, 865, 1,190	Expended to sept. 1843. 572 2,485,572 498 973 372 1,665,663 067 275,426	Income 1843. 64,658	enced. ately sold fourth of
Main Junet Broad Galcy Rapid Farre Jornwa Beauha	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Trunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal d Plat. m's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roace. do. Lachine rapids.	10 43 45 80 101 [Length in miles 2 4 1 1 1-2 11 1 1-4 11 1-	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48	99,623 5 Elength of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 Size of lock Width. feet. 26 1-2 26 1-2 45 45 45 45	ks. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9 9	84,455 Width of Bottom, to feet. 45 35 45 50 50 100	ceanal Surface feet. 81 71 85 90 90 150	261 3,948, 672, 865, 1,190, old ca	Expended to Sept. 1843. 572 2,485,572 498 973 372 1,665,663 087 275,426 nal. 400,000	rement of the speen commission of the speen commission, about one later than the speed of the sp	enced. ately sold fourth of
Main Junct Broad Rapid Farre Cornwa Beauha Lachine	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Trunk from Port Colborne to Port Dalhousit tion branch to Dunville for added to reek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal de Plat. The Spoint. All, passing the Long Sault rapids. Trunis, do. Coteau, Cedars and Cascades roace, do. Lachine rapids nent of do.	10 43	200,000 2,900,000 2,900,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 1- 5 44 1-	99,623 5 Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 	ks. 131,4 1 Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9	84,455 Width of Bottom at feet. 45 35 45 50 50 100 80	canal 5urface feet. 81 71 85 90 90 150 120	261 Satim 3,948, 672, 865, 1,190	Expended to Sept. 1843. 572 2,485,572 498 973 372 1,665,663 087 275,426 nal. 400,000	Income 1843. 64,658	enced. ately sold fourth of
Main Junct Broad Galc Rapid Farre Jornwa eauha achine llargen	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Trunk from Port Colborne to Port Dalhousition branch to Dunville d creek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal d Plat. m's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roace. do. Lachine rapids.	10 43	200,000 2,900,000 300,000 2,900,000 1,000,000 1,000,000 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1-	99,623 5 Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 size of loc Width, feet. 26 1-2 45 45 45 45 45 45 45	ks. 131,4 1 Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9	84,455 Width of Bottom at feet. 45 35 45 50 50 100 80	canal 5urface feet. 81 71 85 90 90 150 120	261 3,948, 672, 865, 1,190, old ca	Expended to Sept. 1843. 572 2,485,572 498 973 372 1,665,663 087 275,426 nal. 400,000	Income 1843. 64,658	enced. ately sold fourth of
Main Junci Broad Galci Rapid Farre Cornwa Beauha achine	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. or unk from Port Colborne to Port Dalhousie tion branch to Dunville (not added dereek branch to Port Maitland) below. The St. Lawrence canal. ps and Port Cardinal delat. en's point. all, passing the Long Sault rapids. urnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids. nent of do. Fotal from lake Erie to the sea.	10 43	200,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 57 525 9 74	99,623 5 Length of chamber feet. 150 200 200 200 200 200 200 200 120	3,327 Size of lock Width. feet. 26 1-2 26 1-2 45 45 45 45 45 45 45 45 45 45	Bit. 131,4 1 131,4 1 Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9 9 9 1 Div. per	84,455 Width of Bottom to feet. 45 35 45 50 50 100 80 80	feenal Surface 171 85 90 90 90 120 120	261 Satima 3,948, 672, 865, 1,190, old ca 1,001, 200,	kill canal has The Morri for one millio of its cost. Expended to sept. 1843. 572 2,485,572 498 973 372 1,665,663 087 275,426 nal. 400,000 64,439 000 440,000 Value of	Income 1843. 64,658	enced. ately sold fourth of
Main Junci Broad Galcj Rapid Farre Cornwa Beauha achine	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. The Welland canal. The Welland canal. The trunk from Port Colborne to Port Dalhousition branch to Dunville of the total creek branch to Port Maitland below. The St. Lawrence canal. The St. Lawren	10 43 45 80 101	200,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 1,000,000 31 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 74 1 44 1- 5 74 9 74	99,623 5 Length of chamber. 150 150 200 200 200 200 200 200 200 120	3,327 iae of loci Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	84,455 Width of Bottom to feet. 45 35 45 50 50 100 80 80	eanala Surface feet. 81 71 85 90 90 150 120	261 3,948, 672, 865, 1,190, old ca 1,001, 200,	kill canal has The Morri for one millio of its cost. Expended to Sept. 1843. 572 2,485,572 498 973 372 1,665,663 087 275,426 nal. 400,000 333 64,439 000 440,000	Income 1843. 64,658	enced. ately sold fourth of
Main Junce Broad Galcy Rapid Farre Cornwa Beauha Lachine	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp. CANADIAN CANALS. The Welland canal. I trunk from Port Colborne to Port Dalhousition branch to Dunville do creek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal. d Plat. en's point. all, passing the Long Sault rapids. Irnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids nent of do. Total from lake Erie to the sea.	10 43	200,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 7 525 9 74 in Cost	99,623 5 Re Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 Siaze of loci Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	84,455 Width of Bottom to feet. 45 35 45 50 50 100 80 80	feenal Surface 171 85 90 90 90 120 120	261 Satima 3,948, 672, 865, 1,190, old ca 1,001, 200,	kill canal has The Morri for one millio of its cost. Expended to sept. 1843. 572 2,485,572 498 973 372 1,665,663 087 275,426 nal. 400,000 64,439 000 440,000 Value of	Income 1843. 64,658	enced. ately sold fourth of
Main Junci Broad Galci Rapid Farre Cornwa Beauha Lachine	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Drunk from Port Colborne to Port Dalhousing tion branch to Dunville and creek branch to Port Maitland below. The St. Lawrence canal. Department of Port Maitland below. The St. Lawrence canal. Department of Port Maitland below. The St. Lawrence canal. Department of October 1 point. All, passing the Long Sault rapids. Delaware and Hudson. COAL COMPANIES.	10 43 45 80 101	200,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 7 525 9 74 in Cost	99,623 5 Length of chamber. 150 150 200 200 200 200 200 200 200 120	3,327 Siaze of loci Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	84,455 Width of Bottom to feet. 45 35 45 50 50 100 80 80	feenal Surface 171 85 90 90 90 120 120	261 Satima 3,948, 672, 865, 1,190, old ca 1,001, 200,	kill canal has The Morri for one millio of its cost. Expended to sept. 1843. Expended to Sept. 1843.	Income 1843. 64,658	enced. ately sold fourth of
Main Junci Broad Galci Rapid Farre Cornwa Seauha achine	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. trunk from Port Colborne to Port Dalhousition branch to Dunville of trunk from Port Colborne to Port Dalhousition branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal de Plat. mi's point. all, passing the Long Sault rapids. rrnois, do. Coteau, Cedars and Cascades roace, do. Lachine rapids. nent of do. Total from lake Erie to the sea. COAL COMPANIES. Delaware and Hudson. Lehigh.	10 43 45 80 101	200,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 7 525 9 74 in Cost	99,623 5 Re Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 Siaze of loci Width. feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	84,455 Width of Bottom to feet. 45 35 45 50 50 100 80 80	feenal Surface 171 85 90 90 90 120 120	261 Satima 3,948, 672, 865, 1,190, old ca 1,001, 200,	kill canal has The Morri for one millio of its cost. Expended to sept. 1843. Expended to Sept. 1843.	Income 1843. 64,658	enced. ately sold fourth of
Main Junct Broad Galc Rapid Farre Jornwa eauha achine llargen	Farmington. James river and Kenhawa. Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris Dismal Swamp. CANADIAN CANALS. The Welland canal. Itrunk from Port Colborne to Port Dalhousition branch to Dunville decreek branch to Port Maitland below. The St. Lawrence canal. ps and Port Cardinal. de Plat. en's point. all, passing the Long Sault rapids. Irnois, do. Coteau, Cedars and Cascades roade, do. Lachine rapids. Irnois from lake Erie to the sea. I COAL COMPANIES. Delaware and Hudson. Lehigh.	10 43	200,000 2,900,000 2,900,000 2,000,000 1,000,000 1,000,000 31 31 328 1 6 1 6 2 7 2 11 1- 1 3 1- 7 48 9 82 1- 5 7 525 9 74 in Cost	99,623 5 Re Length of chamber feet. 150 200 200 200 200 200 200 200 200 200 2	3,327 size of loc Width, feet. 26 1-2 45 45 45 45 45 45 45 45 45 45	81-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	84,455 Width of Bottom to feet. 45 35 45 50 50 100 80 80	feenal Surface 171 85 90 90 90 120 120	261 Satima 3,948, 672, 865, 1,190, old ca 1,001, 200,	kill canal has The Morri for one millio of its cost. Expended to sept. 1843. Expended to Sept. 1843.	Income 1843. 64,658	enced. ately sold fourth of

		I I Impak		ICAN I				43.	Div.	1 70	44	Div.	1 10	45.	10
	NAMES OF RAILROADS.	L'ngth in	Cost.	Loans and	Nnmber of	on	Inc	ome.	per	Ince	44. om e.	per	Inc	ome.	1
		miles.	-4	debts.	shares.	share			cent.	Gross.	Nett.	cent.		Nett.	C
Maine. I. Ham.	1 Portland, Saco and Portsmouth	50	1,200,000				89,997	47,166	. 7	131,404	62,172	6 12			
Mass.	3 Boston and Maine	35 56	750,000				179 745	68,499	6	933 101	86,401				
TATOMO.	4 Boston and Maine extension	171	455,703				1 10, 140	00,133		200,101	00,201				
	5 Boston and Lowell	26	1,863,746				277,315	144,000	.8	316,909	147,615	. 8			
	6 Boston and Providence	41		none.	18,600	100	233,388	110,823	. 6		156,109	6			
	7 Boston and Worcester	44	2,914,078				40,141	162,000	6		195,163	7			
	8 Berkshire	21		not stated				17,500		17,737					
	9 Charlestown branch		280,260						13		13,971				
	10 Eastern	54	2,388,631				279,563	140,595	6		227,920				
••••	11 Fitchburg	50	11,150,000	justopn'd			84,079				26,835				
••••	12 Nashua and Lowell	141	420,000						. 8	94,588					
	14 Northampton and Springfield	20	430,962 172,883				.50,671	24,000	0	.64,998	24,000	0			
	15 Norwich and Worcester	66	2,290,000	900 000	16 535	100	162,336	24,871		230 674	99,464	3			
	16 Old Colony		87.820	unfin.	10,000	100				200,012					
	17 Stoughton branch	4	63,075	unfin.											
	18 Taunton branch	11	250,000					20,000	.8	.96,687	20,000	8			
	19 Vermont and Massachusetts														
	20 West Stockbridge	3	41,516	200		100						. 4			
• • • •	21 Western, (117 miles in Mass.,)	156		4,686,202			573,882	284,432		753,753	439,679	3			
	22 Worcester branch to Milbury		8,431												. •
	23 Housatonic, (10 months,)	74	1,244,123		******					150,000			•••••		
	24 Hartford and New Haven	38	1,100,000					•••••				. 6	••••••		
• • • •	25 Hartford and Springfield	251	600,000		1		112 000	******	*,*.*	154 804	70.045				
York.	27 Attica and Buffalo	48	2,600,000 336,211	650,000	13,000	100	45 900	7,522		72 049	19,845				1
TOPA.	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	180 602	112,000		237 667	159 000	6			1
	29 Auburn and Syracuse	26	766,657			1334	86 291	27,334		96 738	59 544	6			
	30 Buffalo and Niagara	22			1,500		00,001			.50,700	30,011				
	31 Erie. (446 miles.)		5,000,000		1,000						1				
• • • •	32 Erie, opened	53						48,000		126,020	59,075				
	33 Harlem	26	2,250,000	750,000	30,000					140,685	62.399				
	34 Hudson and Berkshire	31	575,613			50				35,029	1,789				J.
	35 Long Island	96	1,610,221	392,340	29,846					153,456					
	36 Mohawk and Hudson	17	1,317,893		10,000	100		58,780							
	37 Saratoga and Schenectady	22	303,658				42,242				8,455				
	38 Schenectady and Troy	201	640,800				28,043			32,646					
	39 Syracuse and Utica	53	1,115,897		16,000	621	163,701	72,000			120,992				
• • • •	40 Tonnawanda	43	727,332				76,227	•••••	••••	114,177	75,865	5	• • • • • • • • • • • • • • • • • • • •		
• • • •	41 Troy and Greenbush					• • • •	44 905	21,000		90 800	0.071				
• • • •	42 Troy and Saratoga43 Utica and Schenectady	25 78	2,168,165	none	90,000	100	077 164	180,000	9		9,971 199,094				
Tersev	44 Camden and Amboy	61	3,200,000				682 839	383,880	3	784 191	404 956	0			
CLSCY	45 Elizabethtown and Somerville	26													I.
	46 New Jersey	34	2,000,000												ľ
	47 Paterson	16	500,000									6			Ni
Penn.	48 Beaver Meadow	26	1.000,000	W 44											III
	49 Cumberland Valley	46	1 950 000												1
	50 Harrisburg and Lancaster	36	860,000	645,929									77,538	9,988	3 .
	51 Hazleton branch	10	120,000												
	52 Little Schuylkill	29	900,000												1.
• • • •	53 Blossburg and Corning	40													١.
	54 Mauch Chunk	. 9	100,000												1.
••••	55 Buck Mountain	4	72,000							• • • • • • •			• • • • • • • • • • • • • • • • • • • •	•••••	1.
• • • •	56 Minehill and Schuylkill Haven	191	396,117	25,000	7,019	50							••••••		
• • • •	57 Norristown	20	800,000		•••••		•••••				•••••				
	58 Philadelphia and Trenton	30			~~~			00000	••••	••••••		••••	•••••	•••••	1.
••••	60 Reading	291	1,500,000	7 447 500	40 000	50				507 619	242 511		*******	******	1.
	61 Schuylkill valley	94	9,457,570	1,447,070	40,200	00	• • • • • • •		••••	09 1,013	220,311	****		•••••	1.
	62 Williamsport and Elmira	25	400,000				20,000						•••••	•••••	1.
	63 Philadelphia and Baltimore.	93	1,400,000				43,043	200,000			210,000			1	1
law'rel	64 Frenchtown		600,000												Į.
arvi'd i	65 Baltimore and Ohio. (1st Oct)	188	600,000 7,742,410	1,153,709			575,235	279,402		658,620	346,946		738,603	374,762	1
	66 Baltimore and Washington	38	1,800,000				177,227	71,691		212,129	104,529		208,813	95,094	
!	57 Baltimore and Susquehanna	58	3,000,000							,					1.
	68 Wrightsville, York and Gettysburg	124	500,000												
ginia	69 Greensville and Roanoke.	18	284,433	37,544	2,000	100				25,368			•••••		1.
	70 Petersburg	63	969,880	63,000	- 7,690	TOO		•••••	11::	122,871	72,898	6			1.
•••	71 Portsmouth and Roanoke	781	200,000			• • • •		••••••		105 040	OF COO		•••••		
•••	73 Richmond and Petersburg.	76				••••		******		185,243					1.
	74 Winchester and Potomac*	32						*****	••••		*****				1.
Car.	75 Raleigh and Gaston	841	1 360 000			••••			****			***		•••••	1:
	76 Wilmington and Raleigh	161	1,800,000								• • • • • • • • • • • • • • • • • • • •				
Car	77 South Carolina	126				0.4								******	1:
	78 Columbia	66	5,671,452		34,410	75	201 464	77,456		532 971	140,196	-		and represent	1:
OITIAI	15 Central	1901 1	3,000,000				227,532	93,190		328,425	180,704			••••	
7	50(Georgia)	1471	2,650,000	, 500,000	,000			158,207		248 096	147,523		• • • • • • •	•••••	
1	Montgomery and West Point	89		170,000					-	35,000	15,000			Jaga	
nt'ky	82 Lexington and Ohio.	40		170,000						30,000	10,000				1.
hio.	82 Lexington and Ohio	40		man	~~~	100		******			-			50000	1.
	84l Wlad river	40												3,280	
diana.	85 Madison and Indianapolis	56	212,000	50,000				8,639	8	39.031	10,065	91	22,002	0,200	
				20,000			,	12,000	Ĭ	59,000	24,000	71			1.
nada.	66 Champlain and St. Lawrence	15													

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTE	A PLOSE	TS
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377 16 7-1 1 Winneston and M	010
Wolfe Island, Kingston and Toronto railroad.	.818
Portsmouth and Concord railroad	.818
Central railroad	.819
The continuous railroad	.819
Northern, Indiana and Ohio railroad	.819
Middletown and Providence railroad	.819
Items819.	
Bear Mountain railroad	.824
Pennsylvania railroads	.825
Catawissa railroad	826
Railroad to Pittsburg	.826
Process of manufacture of the T rail	.828
Montreal and Atlantic railroad	
Origin of railways	

AMERICAN RAILROAD JOURNAL

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, December 25, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The quantity sent this week by railroad is 11,804 tons being an increase over last week's shipments. BY RAILROAD.

From Pottsville and Port Carbon-total...393,451

......803.686 Total by railroad.....

Total by railroad and canal............1,067,245 MINERILL AND SCHUYLKILL HAVEN RAILROAD -total.....125,889 MILL CREEK RAILROAD-total ... MOUNT CARBON RAILROAD-total tons. [Miners' Journal.

WESTERN RAILROAD.—Receipts for week ending Dccember 12.

1844

\$4,682 \$12,868\$15,318

Transactions of the Reading railroad for the

month of November for three years:
1843. 1844. 1845.
Business... \$54,695 80..\$62,197 23..\$125,946 52
Coal tons.....34,821.....44,513.....88,799

Missing Numbers of the Railroad Journal. The present number of the Journal will complete the volume for 1845. Possibly some of the subscribers may not have received all the numbers; or they may have been mislaid-if so, we shall endeavor to furnish them on receipt of a list of those desired to

13 One word to those who have commenced receiving it, without ordering the back numbers from commencement of the volume. You will perceive the west side of the Alleghenies-but from various by the title page and index that as a matter of record, it will be useless without the numbers from January last-therefore, if you take our advice, you will enclose by mail another year's subscription in addition railroads on the north and on the south of her, which to that already paid, and order the back numbers of afford greater facilities for travel and transportation the volume for 1845—and have a perfect volume for than the works of Pennsylvania—which consist of the past, and the numbers for the ensuing year, as

only the current volume of the Journal, we say, with ticipated; and therefore it is found to be essential to found to contain much of interest to them—and well of the mighty prize to be realized from the increase worth their attention. The volumes previous to 1845 ing business of the Mississippi valley, to have a may be had half bound, at \$2 per volume, or less than subscription price.

Errata.-In "making up" the number for Dec. 11th, in the communication on the "New Haven was a transposition of several lines, in the last paragraph on page 792; also in the same paragraph, second line from bottom of page, for "crossing the towing path," read "using the towing path." P shall receive closer attention next time.

We have received from the joint executive committee of the "New York and Hartford railroad via Danbury," their report on the business and surveys, and had prepared at the expense of some considerable attention, a review of the various matters, of special interest which it contains, for this number, but find we must defer it, with several other notices and communications of importance, for our next, which will be the first number of volume II, second quarto series.

Railroad Dividend .- The directors of the Boston and Worcester railroad have declared a dividend of first day of January.

We have received by the Acadia our regular files of railway papers, full, as usual, of highly interesting intelligence to those in any way interested in the many railway schemes of this country. The discussion of the various plans of the atmospheric system occupies a large space, and its importance no doubt merits great attention.

We have only space to-day, to quote from a letter dated, London, December 3, the price of pig and "I give you a few lines, merely to railway iron. tell you the state of the iron market. In Glasgow the iron masters demand £5 per ton, while speculators are, in the present great demand for money and apprehended panic, willing and anxious to sell at 75s., or £3 15s. per ton. At Cardiff the best cold blast pig iron is at £5 10., but iron masters will not sell, for they want everything they can convert into rails. Merchant bars not in such demand as rails, and can be had at £9 5s. to 9 10s. per ton, while railway iron, at the Welsh shipping ports, is at £12 per ton, with some concession of 3 or 4 per cent. for cash. All the commercial and monetary classes look with the utmost anxiety to president Polk's message on the 1st December, fearing that it may contain the same style of matter as he uttered in the 4th March last, and that war may be the inevitable consequence."

Philadelphia and Pittsburg Railroad Direct

Philadelphia has at length moved in relation to this great work. The only wonder with those who stand at a distance, and look at the great field in which so many are contending for the business of the mighty west, is that she has not before been aroused to action. The time was when Philadelphia possessed a large share of the business from causes she has now a less proportion than would seem to fall legitimately to her share. This change has been effected by the construction of canals and a combination of the two kinds of improvement, instead of a continuous line of either. This has been And to those interested in railroads, whe have found less efficient and less profitable than was anentire confidence, that the previous volumes will be the prosperity of Philadelphia, and to the securing continuous and direct railroad between Philadelphia and Pittsburg.

This important matter has been under considera tion at Pittsburg, and along the contemplated line, and Northampton railroad," it will be seen there for a length of time; but until very recently we have perceived but little indication of interest in, or movement in relation to, the matter in Philadelphia. There seemed to us to be an indifference to the work pervading the city of Philadelphia, which surprized us-and we were therefore the more gratified to learn, on our arrival in that city, a few days since, that there was to be a meeting on the evening of the 10th, at the museum, in accordance with a call made by more than five hundred of the principal firms and business men of the city, for the purpose of adopting measures for the construction of a railroad from Harrisburg to Pittsburg, and thus open a continuous railroad from the Ohio to Philadelphia. We, of course, attended the meeting, and were well pleased with the spirit evinced. The stanch men of the city were there—the merchant, the manufacturer, the professional man and the men cf various occupations were there. The meeting was organized by 4 per cent, for the last six months, to be paid on the the appointment of an eminent merchant, Thomas P. Cope, Esq., to preside; and by the appointment of other eminent gentlemen on his right and on his left, to support the chair. When the organization was complete, the call for the meeting was read; a few remarks from the chair were made, and then the meeting was addressed by Wm. M. Meredith, Esq., who pointed cut, in a forcible manner, the vast importance, indeed the absolute necessity, of the early construction of a railroad to Pittsburg. At the close of his remarks, Mr. Meredith offered a series of resolutions, which were seconded by Henry D. Gilpin, Esq., who followed, and gave some interesting and important statistics, illustrating forcibly the importance of action-early and efficient action.-The meeting was next addressed by Isaac Hazlehurst, Esq., who took broader ground, opened a wider field than those who preceded him. He took the ground that this was in truth a movement in favor of a railroad from Philadelphia, via Pittsburg, to Cincinnati. Mr. Hazlehurst stated that, of the business of the west, four-fifths of the whole which reaches the Atlantic, goes to New York and Boston, and only one-third of the balance, or one-fifteenth of the whole reaches Philadelphia; hence the necessity of a continuous direct railroad from the Ohio river to the Atlantic, by the way of Philadelphia. John J. McCahen, Esq., next addressed the meeting, and expressed the opinion that the route proposed was the best and most feasible; and said he believed it might be constructed without carrying a dollar out of the state-but seemed to apprehend some difficulty in obtaining the act of incorporation-and suggested the propriety of having some connection with, or dependence upon the canal commissioners, in order to avoid interference with, or opposition from the state works. One word, if we may take the liberty, on this point, keep clear of state works, and canal commissioners; better, far, defer the entire work for a year or two, than to connect it in any manner with state works. States can build works, but not as well as a company, or individuals, but in the management or operation of a railroad, or machine shop, a state is sure to be robbed, swindled, gouged and made bankrupt by political demagogues, and designing knaves, who obtain places of trust for which they are unfit. The management of the Columbia railroad a few years ago—of the present we are not informed—should satisfy every Pennsylvanian of the impolicy of further extensions of state works, Far better to give liberal charters to responsible companies, and thus allow private capital to develope the resources of the interior of the state, by the coneast to west, and put out its numerous branches to have more to say on the subject hereafter; yet we sufficient hight to allow the passage of locomotives the north and to the south, through every fertile val- desire at this time to say to the people of Pennsyl- entirely through the mountain. The side tracks are ley, reaching to the mountains of coal and iron, and vania, that it is of great importance to them to in-intended for the use of coal cars only, and the cars to the quarries of limestone and marble, in every duce their neighbors, if possible, to tap the wine coming out of the veins on either side of the tunnel direction, thus developing the energies and the cask on the same level with themselves, instead of far will pass down the adjacent track without crossing wealth of the state and of the people.

from a gentleman in England, stating that the at- more rapidly at the same time, but also for a much ing house on each side of the road near the mouth mospheric system is rapidly gaining ground, and longer period, than the one near the upper part of of the tunnel in which the coal will be screened and bids fair to supercede the present locomotive system the cask. And we may also, perhaps, be allowed if necessary broken by machinery. The coal will of propulsion. To this we can add a word, and say to say that he does not read wisely the indications of be elevated to the top of the screening house, by an that, if successful, as we believe it will soon be, it the times, who flatters himself that a work like the endless chain working on inclined planes. This will be peculiarly appropriate to Pennsylvania, as Baltimore and Ohio railroad is to be arrested in its chain will be kept constantly in motion by the enit will require a largely increased quantity of iron, progress, at the present termination, by a spirit of gine which drives the screens, and will be arranged and mainly cast iron, in its construction, and coal jealousy on the part of neighboring states, when a in such manner as to fasten itself to the cars as they may be alone used as fuel upon it.

There was now a call for the "question," on the certained that the Hon George Darsie, of Pittsburg, lines of railroad to the Ohio at Pittsburg, viz: one found in the north side of the basin, and will be the stand he was warmly greeted, and then proceed- one. The great difficulty will be to make railroads ed to make a few observations in relation to the in- to the west as fast as they will be needed. timation made by one of the speakers, that there was a feeling of hostility existing between the cities of Philadelphia and Pittsburg; he disclaimed for To Edwin F. Johnson, Esq., Civil Engineer. Pittsburg any such feeling, and pledged himself that the representatives of Pittsburg would vote for lately published in New York, containing three re-ment, all the freight will be carried over the entire representatives of Philadelphia should vote against coal region, one of which was written by yourself, transhipment. a favorite proposition of their's, which would most I find that your report suggests certain alterations in likely come before the legislature, viz: the "right the plans and arrangements of this road, as designof way" to the Baltimore and Ohio railroad.

Mr. Darsie, in our view, took the true groundline to Philadelphia, but also the right of way to of full information on the subject, or from the facts these reservoirs are intended to be used for the depolieve that a railroad reaching the Ohio at, or below Journal, the merits of the alterations you propose, These reservoirs are arranged in such manner that deed fatal, to Pittsburg and Pennsylvania, than it not have been in possession of at the time you made would if it terminated at the head of navigation, your report. and at the same point of termination as the road direct to Philadelphia. He said, induce them to come low me to allude briefly to the character and arrange- out handling by opening doors at the end of the reto Pittsburg, and then the direct line will have more ments of the Bear Mountain railroad, as at present seek an outlet, and enable business men to leave the when completed through the mountain and extended river some two hundred miles below us, and below through Rausch Gap, including also the line paraland you will then destroy our business, because we the mines at a rate varying but a fraction of a foot and importance of its trade. are not on the spot to offer them equal and superior from 17 feet per mile, and the minimum radius of advantages. He assured the meeting that the impu-curvature being 1910 feet. tations upon the Baltimore and Ohio company, that they had evaded, by going into Virginia, the stipu-tion are, we believe, unparalleled. An engine not advisable to enter the Big Lick mountain at a lation to allow Pennsylvania to connect with their weighing 15 tons, with the weight equally distribut-higher level than that proposed for the tunnel, or fine in Washington county, was erroneous. He ed on six wheels, and running at a speed of six or otherwise to reduce the grade for the railway from stated what is notorious to all who have been familiar with the subject, that they were driven into an average load, 900 tons of coal, and return to the of the tunnel, a distance of two and a half miles, or pany-and he pledged his honor that the Baltimore description, two of them in use, making one trip the Williams Valley bridge, and diminish its cost. and Ohio company did not, last winter, ask for the right of way, but that the application had been made 540,000 tons of coal in 300 days, reducing the cost what the cost of transportation over the road, which by the people of Pittsburg alone. He also warned of motive power, per ton per mile, far below the cost may be nearly or quite compensated for by the savthose who desired to secure to Pennsylvania the trade of like service upon any other road in the United ing in cost of the bridge, and by the greater faciliof the west, not to hazard the success of the object States. of this meeting, by opposing an important measure and for which Pennsylvania is only asked to rant the right of way.

struction of a "main line," which shall extend from meeting from the U.S. Gazette, and shall probably three tracks, the roof above the centre track being of below them, as it is well known that the stream over or interfering with the through trains. Mr. J. M. Sanderson read an extract from a letter flowing through the lower fasset, not only discharges its extension. Far better would it be for Pennsyl-top of the plane. resolutions offered by Mr. Meredith, but it was as- vania, and especially for Philadelphia, to have three and a member of the state senate, was in the room, direct, one via Pottsville, Danville and the West mined at Rausch Gap. This will also be the prinwho was invited to address the meeting. On taking Branch, and one via Baltimore, than to have only

For the American Railroad Journal. Bear Mountain Railroad.

Six: My attention has been called to a pamphlet a charter for this work if it was asked—even if the ports in relation to the Bear Mountain railroad and length of road by locomotive power, and without ed and located by myself; and as I was absent at sufficient space for the basins on the canal, for the the time you visited our region, I am inclined to behe not only advocated the construction of a direct lieve that you make these suggestions from a want coal reservoirs, each 3,000 feet in length. Two of the Baltimore and Ohio company to terminate their having been misrepresented to you; and I therefore sit and transhipment of coal, during the season of road at Pittsburg. He reasoned correctly, as we be- wish to discuss with you through the columns of the navigation, and will contain about 30,000 tons. Wheeling, would be much more injurious, and in- and also to give you such information as you might the cars will be unloaded as they stand in the train,

Before proceeding to notice your suggestions, althan an equal chance for everything destined for the designed. This road is, as you have correctly stated, Atlantic, and especially for Philadelphia and New 28 miles in length from the mouth of the coal tunnel tended for the deposit of coal during the winter York, but drive them from us, and compel them to to the Pennsylvania canal, and its entire length, months, is of different construction from the others,

The advantages of this grade for coal transportaeach per day, will carry from the mines to the canal

in which another part of the state is deeply interested coal measures and cut off four good workable veins elevation of the road and the tunnel." of coal, is 800 lineal yards, and the entire length of the tunnel when driven through the mountain will point, [the anticipated advantages of which may dis-

It is proposed to erect a large breaking and screenportion of those states are to be largely benefitted by run upon the track, and also to unfasten itself at the

The principal white ash veins of this region, are cipal point for the manufacture of iron. When the tunnel is completed through the mountain, it is believed that there will be at least 100,000 tons of white ash coal and 25,000 tons of iron transported over the road from Rausch Gap, and not less than 25,000 tons of freight, such as limestone, merchandize, etc., returned to the same point. By the present arrange-

We have about 3,500 feet parallel to the canal, with an average width of 280 feet. This gives us construction of a side canal, and for three parallel and the coal deposited without detaching any of them, or waiting for boats to convey the coal away. The coal will pass from the reservoirs to the boats withservoirs, in a similar manner to that by which the cars are unloaded. The third reservoir being inand will contain about 180,000 tons.

Thus you see this road was designed by its pronearly all of the bad navigation, which often delays lel to the canal, will be 311 miles. The road has a jectors for an extraordinary business, and all the arboats two or three days in as many hundred miles, uniform grade for its entire length, descending from rangements are commensurate with the magnitude

The alterations which you propose are specified in the following extracts from your report: "It may perhaps be a subject for consideration, whether it is seven miles an hour, will transport over the road as the summit near Cold Spring Gap to near the outlet Virginia by the Chesapeake and Ohio canal com- mines with the empty cars. Three engines of this both. The latter change will lessen the height of Such a reduction of the grade will increase someties afforded for breaking and screening the coal at The length of the tunnel required to reach the the mouth of the tunnel, caused by the difference in

"While suggesting a change in the plan at this We give a brief report of the proceedings of the be 2800 lineal yards. This tunnel is to be cut for appear on further examination and reflection,] it

may not be improper to speak of another alteration at the lower terminus, which is, to enlarge the dimensions of the coal reservoir by making it equal in length to the canal basin, or sufficient in magnitude for the deposit of coal during the winter season."

"A space of 70 feet in width, 2000 feet in length, and 20 feet in height, which latter is about equal to the elevation of the grade line of the road above the ground at the point, will contain all the coal that can be mined during the suspension of navigation, other matters in your report worthy of notice, but in the present paper I wish to confine myself to the alterations which you suggest.

In order to derive any considerable benefit from the reduction of grade proposed in the above extract by the sum of \$13,308. from your report, it would of course be necessary to adopt a level grade from the summit to the mouth of the tunnel. This would reduce the height of the bridge over Williams valley about 40 feet, and diminish its cost \$20,000. This alteration would also between the grade of the road, and that of the tun- the alteration. nel, would of course prohibit the passage of locomotives from the main stem of the road through to Rausch Gap, and consequently all the transportation to and from this point must be done by horse power at a very considerable increase of cost.

A comparison of the difference in cost of constructing and working the road upon the two plans, is as follows:

By the Present Arrangement. Interest on extra cost of Williams Valley bridge, \$20,000, at 6 per cent\$1,200 00 Do. on cost of planes and fixtures, \$1,000, at 6 per cent..... Do. on additional cost of engines to obtain extra power for elevating the coal, \$1,000 at 6 per cent..... Extra fuel for do..... Services of two men at the head of the planes, 312 days each, at \$1 00 per day. Per annum. By the Change Proposed. Interest on cost of three extra locomotives, \$24,000, at 6 per cent.....\$1,440 00 Repairs and renewal of do., 15 per cent... 3,600 00 other of the kind in the United States." .. 2,028 00 Three engineers, 312 days, at \$2 00 each per day 1,872 00 Three firemen do., at \$1 00 do..... Extra cost of transporting 100,000 tons of coal from the Gap to the south end of the tunnel, at 3 cents per ton 3,000 00 Transhipment and extra cost of transporting 50,000 tons of iron, limestone and merchandize, to and from the same point,

Per annum\$15,876 00

Deduct cost by the present arrangement. 2,568 00

Difference in favor of retaining the present

In the above estimate, the cost of oil and cotton waste for the extra locomotives, is not taken into account, as it is offsett against the oil required by the machinery of the planes. The calculation is based upon an annual coal transportation of 540,000 tons, 100,000 tons of which are to come from Rausch Gap, and 50,000 tons of freight, other than coal, from the same point.

From the above it will be seen that after the road has been three years in operation, the investment by if it does not exceed 1000 tons per day." There are the proposed change of grade, will exceed the amount or four years after the road goes into operation, it required upon the present plan by about twenty thousand dollars, and the annual cost of working the road, including the interest on that investment, would

The additional cost of transporting the passengers and freight, passing to and from the rich agricultural district, lying north and west of the coal basin, is not included in the estimate. That the amount of this transportation will be very considedo away with the planes for elevating the coal at the rable, is evident to every one who is familiar with breaking and screening houses, costing about \$1000 the trade of this district, and all this trade must pay and dispense with the services of two men at the an additional tax upon its transportation, should the head of these planes, for unloading and changing change which you propose be made in the grade of the cars. On the other hand by this change of grade, the road. Indeed my own opinion is, that if this the power of the engines would be diminished fifty change would effect a saving in the first cost of the per cent. for downward transportation, and conse-road, of one hundred thousand dollars, instead of quently double the number of engines would be re- twenty thousand, it would not be advisable to make present arrangement. The difference in elevation cent. on the one hundred thousand dollars sawed by

It is this narrow policy shown in the design of fitness in the arrangements, and the extreme desire to save a few thousand dollars in the cost of conname of railroad.

In relation to the alterations which you suggest at the lower terminus of the road, allow me to say, that because we have but 1200 feet of coal reservoir under contract, it does not follow that we do not intend have contracted for but three locomotives, we never intend to augment the number.

Although you propose a change which could only be deemed advisable upon a road intended for a limited amount of business, it seems that you did, in some measure, appreciate the value of the road, and from your report: "A project which, whether considered in reference to the benefits it promises to the public, or to the certain and lasting advantage to those who may embark in it, is not surpassed by any

A careful consideration of the past, and prospec tive increase of the coal trade, will show you, that with our acknowledged advantages, the business on this road will, in a few years, far exceed the amount which I have estimated in the foregoing calculation

The consumption of coal during the past three years, has increased about thirty per cent. per annum; and the amount sent to market during the present season will be 2,100,000 tons, affording, it is 5,000,000 tons.

grade.....\$13,308 00 coal districts nearly as follows:

Schuylkill	2,000,000	tons
Lehigh	600,000	66
Lackawana		40
Wyoming	600,000	44
Lykens Valley	300,000	44
Pine Grove	200,000	64
Bear Mountain	800,000	86

With a trade of 800,000 tons per annum in pros pect, and with a certainty as great as anything in the future can be, of reaching this amount, in three would appear to me to be extremely injudicious to make the change in the grade which you propose; and if the data upon which the foregoing calculabe greater than the cost of working it as projected, tions are made are correct, as I believe they are, you will doubtless agree with me, that such a change is neither expedient nor desirable.

Very respectfully, yours, I. SPAULDING. Chief Engineer B.M.R.R.

Harrisburg, December 20, 1845.

For the American Railroad Journal Pennsylvania Railroads.

The state of Pennsylvania is eventually to become the "railroad state," owing to its vast mineral wealth which seeks egress from its mountains by this modern and cheap mode of transportation. Pennsylvania has already about five hundred and fifty miles of railroad in main lines, and about sixty miles of quired for a given amount of coal transportation it, as the extra cost of working the road upon this laterals or feeders in Schuylkill county alone; most that will be necessary for the same amount by the change of plan, would pay an interest of over 13 per of which are constructed in the most permanent manner, and are capable of bearing engines of the first class. The improvements in this part of the state, which is generally known by the name of the many railroads in the United States; the want of coal region, are as yet in a state of infancy. New projects are continually heard of, such as railroads, furnaces, rolling mills, etc.; and in no part of the struction, saved too generally in the wrong place, country is there more individual enterprize than in which has caused them to prove but a libel on the this county. The amount of coal shipped from this region this year, by railroad and canal, amounts to one million and fifty-five thousand tons; the railroad company having taken down seven hundred and ninety-two thousand tons themselves; and the whole amount will reach, by the first of the year, one milto increase its length and capacity, as the business of lion one hundred thousand tons. The advantage the road shall require, any more than because we the Reading railroad has been to this region is incalculable-having destroyed a monopoly, and given such advantages to the dealers, by the use of their cars at the mines, and offering other advantages which has made the coal trade what it is, and made it advantageous for the dealer to carry on operations through the winter, which is done to a great extent, coal region; as appears from the following extract The Mine Hill and Schuylkill Haven railroad company are making an extension of their road, seven and a quarter miles in length, and forms a junction with the Good Spring Creek railroad, about two miles below its terminus, at the town of Tremont. The work is in a forward state of progress, and is being constructed in the most permanent manner; the grading will be finished by the 1st of June next, and the iron laid [T rail] immediately, so that cars may pass over the road by the month of August. This road opens one of the richest coal fields to the Philadelphia market in the region, and is known by the name of the "Swatara," the only outlet which it has had heretofore being by railroad to Pine Grove, and from thence to the Baltimore market, by the believed, a very scant supply. Calculating on the Union canal, which is generally unfit for navigapresent consumption an increase of twenty-five per tion. Already are the owners of property patiently cent. per annum, for the next four years, the amount waiting for the completion of this extension before required to supply the demand in 1849, will be they commence the construction of their lateral roads, some of which will be from two to three miles This amount may be furnished by the different in length. As soon as the main stem of a plant reaches a certain point, it sends forth its branches

ket for the mineral or the produce, and increasing David S. Brown. the value of property in the vicinity.

Your's truly,

For the American Railroad Journal. Catawissa Railroad.

In your paper of the 27th Nov., I perceive an extract from the "Bloomsburg Democrat," which announces to the world that the stock of this company the meeting was called. The Bostonians state at large; and can be contemplated only has been purchased by another "company of wealthy have, he remarked, reached the great west by with the most painful apprehensions by this gentlemen on account of the intrinsic merits of its location, and as the cheapest and only feasible route from Philadelphia to the Susquehanna river, and from thence to lake Erie," and not like other projects we wot of, for the purpose of merely advancing the interest of land speculators, stock jobbers, and obscure villages, which have nothing more than "puffs of wind, hills, vallies, tunnels and inclined planes" to recommend them.

Now if the writer had confined himself to the mere annunciation of the fact, and had said all that was possible in favor of its location, I should have looked upon the matter as one of their puffs that induced its original stockholders (the bank of the United States) to foolishly expend their money in devising and prosecuting a scheme so totally without prospect or business to sustain it. I should also have regarded it as necessary to sustain the stomachs of from some cause or other, to prefer this to "any othupon imaginary advantages, and in doing so to traduce, and misrepresent other works "we wot of," I will invite your readers to reverse, and apply the aspersions of the writer, to this most outrageous humbug. The facts relating to this "feasible route' are told in a few short sentences, and no doubt before these "wealthy" ourselves expend their money of the old company there is yet 11 miles to grade and that the distance from Tamaqua to the summit tunnel is 13 miles, with a vertical rise of 940 feetthat two miles are graded with an elevation of 60 feet to the mile-that the balance has to be overcome by three inclined planes, on a grade of 66 feet to the the meeting, upon the subject which the meetmile—and that the part that is finished [35 miles] is carried over "vallies" on viaducts, and along the sides of mountains, on retaining walls that would put Christ church steeple to the blush. These facts when looked into will probaly astonish the "new stockholders" as much as this miserable puff does.

Your obedient servant, ONE WHO KNOWS.

construction of a continuous line of railroad and increasing benefit. from this city to Pittsburg, held last evening in the Chinese saloon, was one of the largest in the Chinese saloon, was one of the largest vigorously made in the cities of Boston, New and most respectable that has been held in York and Baltimore, and showed the natural this city for a long time. It was composed of advantages which, in addition to long possesthe wealthiest and most respectable portion of sion, our state presents for the permanent se-the community, and the feeling developed during the evening, was of a character most fa- so many active competitors. vorable to the proposed improvement.

On motion of Thomas C. Rockhill, Esq., the following gentlenen were chosen secretait contributes the largest portion of the freight
ries. Henry Welsh, John S. Littell, and and tolls received on the public improvements, Thomas Tuston.

Mr Cope, on taking the chair, made a few means of railroads, and are deriving from community: tion of our state to Pittsburg, offering us as roads of the commonwealth, as from this her a boon for this grant, the liberty to connect chief commercial emporium, the accomplishwith the improvement at some point within ment of which can only be prevented by our state. But to this he thought insuperatimely and vigorous action on the part of our ble objections existed, and with the necessary own citizens and legislature: outlay of at least \$4,000,000, would produce no real and valuable return.

"the wealthy gentlemen" who have been induced to Pittsburg, none of the gradients of which tween Harrisburg and Pittsburg, a continuer route." But since the abject is to build this work gradients on the Baltimore road rise as high length, without inclined planes, and with no as 84 feet. He thought, likewise, that the gradients over 45 feet per mile, may be confear of draining the state works of their bu-structed at a moderate expense, and with the siness, entirely unfounded; and he was cerbest prospects of an adequate remuneration; tain that when it should be known in the making the whole distance from Philadelphia and Philadelphia was opened always-sumin finishing it, they will look into its prospects and previously come, ten would come to our city, of locomotives, and capable of conveying advantages. According to the report of the engineer and the business on the public works, instead freight and passengers in less time and to and the business on the public works, instead freight and passengers in less time and to of beng drained, would be increased four-fold. greater advantage than by any other known Nature, he said in conclusion, has done much route between the eastern and western was for us, let us now see what we can do for our-ters, in this state or elsewhere: therefore, selves

ing was called to consider, and for the exercise of a vigorous and united effort, and he position, she is justly entitled, and for the route proposed, making such statements, and presenting such details as served to enforce the perfect feasibility of the project, and of railroad without inclined planes and with moder to guard and preserve the trade of the the most direct feasible route between Harris-Ratiroad to Pittsburg.

great west to the city of Philadelphia, the burg and Pittsburg, thus uniting Philadelphia meeting of citizens favorable to the state deriving from that possession a constant phia and Pittsburg, and the eastern and west-

He considered the efforts which are being our own borders.

and shoots, so it is with railroads, let a main line following named gentlemen were called on to of Pittsburg—a sister city to our own, and penetrate into a country, and wherever there is enterprize or wealth to be reached, there wilt be a
branch sent forth from the main stem opening a marbranch sent forth from the main stem opening a marbranch sent forth from the main stem opening a marbranch sent forth process of the and resolutions:

Whereas, the great western trade, whilst it contributes the largest portion of the freight has been, and continues to be one of the chief sources of the prosperity of Philadelphia-the emarks in relation to the subject for which loss of which would be severely felt by the

thence large supplies, and a growing trade; And Whereas, the most strenuous and per-our neighbors of New York are engaged in severing efforts have been made and continue And Whereas, the most strenuous and permaking a similar effort, and have commenced to be made by rival cities and states, particuthe construction of a railroad to achieve it; larly by the construction of railroads on our and the Baltimore and Ohio railroad companorthern and southern borders, with contemny is endeavoring to obtain the consent of plated extensions westward, to divert the trade our state, to carry a road across a large por- and travel, as well from the canals and rail-

And Whereas, it has been ascertained by careful and minute surveys, made under the The call of the meeting stated a proposi-direction of the canal commissioners, that by tion for the erection of a continuous railroad pursuing the most direct feasible route be will exceed 45 feet to the mile, while the ous railroad, not exceeding 2291 miles in west, that a communication between Pittsburg to Pittsburg, (including the 1061 miles al-and Philadelphia was opened always—sum-ready in operation,) only 336 miles; being mer and winter-where one merchant had therefore shorter and better adapted to the use

Resolved, That in order to secure and William M. Meredith, Esq., then addressed maintain for this city the important advantages which nature has placed within her reach, and to which, from her character and proceeded to argue at length in favor of the commonwealth all the benefits of which her public improvements are susceptible, it has become alike important and expedient that a the necessity of carrying it into effect, in or-derate gradients be forthwith constructed by ern waters, by a continuous railroad within

Resolved, That a continuous railroad so constructed, contributing largely to the revenue derived from the present state railroad, touching the state canal at suitable points, and co-operating therewith in times of drought many active competitors.

and disaster, supplying its place during the winter months, when the navigation is sus-The assemblage was called to order by George W. Teland, Esq., who nominated as chairman, Thomas P. Cope, Esq., and the nomination was unanimously agreed to.

On motion of John B. Meyers, Esq., the

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route," thus composed of both canal and rail-tives of the whole people, to guard and pro- ways into the heart of the great west. The roads, and capable of thus acting jointly or teet the general interest, and not to permit the work must be done, independent of the quesseparately, advantages far surpassing all same to be sacrificed or placed in great jeotion of difficulty or expensiveness, and he was others, and with the contemplated extensions pardy by the rival schemes or projects of glad to perceive that such was the feeling of northward and westward, would obtain for it other states or the citizens thereof, designed the meeting. an amount of trade and travel far beyond all for their aggrandizement by our impoverishformer precedent, and at the same time place the growth and prosperity of Philadelphia and Pittsburg on foundations not easily shape up to provide the growth and prosperity of Philadelphia and Pittsburg on foundations not easily shape up to provide the public burdens.

It would bring us nearer to Pittsburg, our sister city, identified with our own, in interval, and prosperity of Philadelphia and Pittsburg on foundations not easily shape up to provide the provide the provided the provided to provide the provided the provid

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for the purpose of making the said continuous are other projects which concern the state—spirit of the meeting was only carried out. railroad, by the most direct feasible route, become every citizen—and in which local Mr. John J. McCahen expressed his belief railroad, by the most direct feasible route, beconcern every citizen—and in which local
tween Harrisburg and Pittsburg, on such projects are merged, for the general interest—
that the route proposed was the best and most the public improvements already made.

contemplated by this meeting.

an address to the people of Pennsylvania, set-ther exertions, when necessary. ting forth the views and objects of this meet-

this state by companies incorporated by other state in the Union possesses. We must do as we have done heretofore; meet the cristates; provided the advantages anticipated sis, erect the necessary improvement and furnish in the continuous railroad from Pittsburg to Philadelphia, a direct connection of the Ohio with the Atlantic.

But we insist—and we believe that all who think rightly on the subject will insist—that favore of this pature should be a safe in the Union possesses. We must as nothing in comparison with those to be feared from the New York and Boston improvements. The Baltimore improvement would keep, in a great measure, to Philadelphia, the business of the west.

Mr. Darsie having concluded, the chairman announced the following as the gentle-sist—that favore of this pature should be. sist—that favors of this nature should be reciprocal—that the "right of way," with a view to the construction of canals or railroads within our borders, or other like grants, by hardly admitted of discussion—whatever is to be done is to be done is to be done in the tree routes produced to compare the three routes produced to compare the tree routes produced to compare the three routes produced to compare the three routes produced to compare the three routes produced to compare the tree routes produced to compare the three routes produced to compare the three routes produced to compare the tree routes produced to compare the three routes of the resolutions adopted:

Tustin, James Magee, Gideon Scull, Hugh Campbell, John Welsh, Jr., Alex. Osbourn, or the route produced to compare the three routes produced to compare the resolutions adopted to compare the resolutions adopted to compare the resolutions adopted to compare the r or other like improvements within their berders, be granted by said adjoining states, to Pennsylvania, or to the citizens thereof. We believe that the welfare of the whole state ought not to be overlooked, or lightly perilled in order to promote sectional or local objects. We feel on this and kindred subjects, as we thinkevery true hearted Pennsylvanian should feel. And we therefore do respectfully, but earnestly, exhort and entreat the representations. The productive wealth, out of all of which that came to the east the Pennsylvania works only derived a benefit from one-fifteenth of the entire value.

We feel on this and kindred subjects, as we thinkevery true hearted Pennsylvanian should feel. And we therefore do respectfully, but earnestly, exhort and entreat the representations.

equitable and liberal terms, as will at the and of this last character was the one which feasible; he remarked that the construction same time secure its completion and protect the meeting was called to consider. Our of it would not take out of the state one dolstate had been among the first to lead in in- lar, and he offered some suggestions as to the Resolved, That a committee of twenty-one ternal improvement; and he proved that the best and most economical manner of con-be appointed by the chair, to prepare and cir-development of our internal resources had culate for signature, a suitable memorial, increased our population and wealth in a far of the business which it would secure to itpraying the legislature to grant said act of greater ratio than had been done during the incorporation; and the said committee are period it enjoyed a flourishing foreign comhereby authorized to take such further meanmerce. This had been done by the construction of a letter from a gentleman in Europe, statistics, as in their opinion may be deemed expension of works of internal improvement; in greater ratio than had been done during the Mr. James M. Sanderson read an extract merce. This had been done by the construction of a letter from a gentleman in Europe, statistics, as in their opinion may be deemed expension of works of internal improvement; in greater ratio than had been done during the self. dient to carry into effect the important object which had drawn to the state, and secured it destined to take the place of those now in use in the possession of, a valuable and extensive on the score of economy and efficiency

that Pennsylvania should enter, with her na-Resolved, That the committees to be ap-tural and artificial advantages, into the race pointed in pursuance of the foregoing resolu-with her competitors to secure beyond rivalry Resolved, That it be recommended to the Erie is greatly inferior to our own, and the cities and counties, feeling an same objection lies against the proposed im-

ken by rival projects from any quarter.

Resolved, That the senate and house of representatives of Pennsylvania be, and they are hereby respectfully requested to grant an act of incorporation, with suitable provisions, properly so, any local interests; and there for the purpose of making the said continuous are other projects which concern the state.

The Hon. George Darsie, of Allegheny Resolved, That a committee of nine be in domestic commerce; and as it had been so like manner appointed to prepare and publish brought, it should be so maintained by furcounty, being called upon, rose and said that ther exertions, when necessary.

It appeared to be the opinion of some individuals in this assemblage, that there was a feeling in Pittsburg adverse to Philadelphia; but as a citizen of Pittsburg, for himself and his own citizens, he disclaimed altogether any tions, be authorized to fill any vacancies that the advantages she has so long enjoyed. The proposed line of the New York railroad to Pennsylvania, he pledged himself to vote for

He entered into a discussion of the feelings interest in this important undertaking, to hold provement of the Baltimore company, but if which have led to the honest differences which similar meetings, and by other active measures no other lines are constructed the trade of the to give their aid in securing for Pennsylvania lakes and of the west must pass along them the early completion of this great "Central Avenue" between the east and the west.

The situation of Pennsylvania is eminently position of the advantages of the Pennsylvania ommanding—she borders on the Atlantic, Resolved, That we disclaim all intention with the lakes, which connects her with the ion showed that although there were dangers or desire—elsewhere imputed to us—of throwing obstacles or restraints in the way of improvements proposed to be made within with the Union possesses. We must as nothing in comparison with those to be

sist—that favors of this nature should be re-question as to the best route from Philadel. men to compose the committees called for by

The Sunbury American thus describes the manner in which the iron T rail for railroads these 6000 subscribers, 1050 are yet wanted.

"In order to make the T rail, the iron is heavy flat bars, about three inches in width properly come within the province of their These bars are then cut into pieces, something less than three feet in length. A num-ber of the pieces, probably 15 or 20, are then placed together, making a square bundle or practically acquainted with such matters, to faggot, weighing 400 pounds. is then placed into one of the furnaces and brought to a white heat, when it is drawn out on a small iron handcart, and conveyed to the rollers. The great weight and intense heat of such a heavy mass, requires considerable skill as well as strength, in passing it through the rollers. The bar, as it passes through, is caught and supported by iron levers, fastened to chains, that are suspended on pulleys from above. The first bar passes through the square grooves of the rollers three or four times, before it is run through the dif-ferent grooves that gradually bring it to the form of the edge or T rail, as seen upon our railroads. Through the last grooves it pass-five or six times before it is completed. It is then placed on a small railway carriage, subscribers here for a further payment of £3 on a track 18 feet wide, and hauled up about 20 feet, when the rail comes in contact with two circular saws, one of which is placed on each side of the railway. These saws revolve with great rapidity, and the moment the rail, still red hot, reaches them, the red sparkling iron saw dust is scattered in every direction. The rails are thus cut off square at each end, exactly 18 feet long, apparantly as easy as if they were made of tough hick-ory wood. The rail is then dragged to the pile and left to cool, perfectly finished. The rails we saw made were intended for the Harrisburg and Lancaster road, and weighed fifty-one pounds to the yard, or something more than three hundred pounds each. These are said to be first rails ever made with anthracite iron in this or any other country, and are, we believe, superior to any that have ever been imported."

" Montreal and Atlantic Railroad .- A meeting of the provisional committee of this railroad was held at the secretary's office on locomotive is proved by persons still living, Monday evening, for the purpose of taking who rode in it. The distance requiring a into consideration the advices received from the agent in London by the last packet, and for taking steps to advance the objects of the The inventor subsequently executed a drawassociation. It appears, by the agent's account, that 3,000 shares have been taken up in England, the first instalment on which, of "wishes to run my new cart in his own country, as I do here. He admires it, and I take

On motion, the meeting then adjourned tion and other matters, the present committee of England to this, as to almost every inveners, being merely provisional. To make up is manufactured at the Montour works, Dan-ville Pennsylvania; It is, therefore, impossible to elect the perma-nent committee; and the gentlemen compos-New York News. nent committee; and the gentlemen compos-ing that now existing, feel naturally unwilfirst rolled through one set of rollers into ling to interfere in matters which shall more and three-fourths of an inch in thickness successors, when they can be appointed. This being the case, they-the provisional commit-This faggot survey and run the railroad line from Montreal to Sherbrook. The survey is to be completed by the 1st day of January next, at which period it is fully expected that the whole of the 6000 shares—that is, the bal. -will be subscribed for in England and this country. This done, operations might com-mence at once; and as for the remaining 6000 shares, there would be little difficulty in disposing of them; the contractor for the iron would take 1000 shares, and the consubscribers here for a further payment of £3

The survey on the Passumpsic railroad route between Haverhill and Wells river, is in progress and a report will soon be made. On the Vermont Central railroad the location of the restrict of th equal footing."-Montreal Times.

"Origin of Railways.—The original inventor, it now appears, of the railway system, was the late engineer, Mr. Fredericks, of Hanover. He first thought of constructing a machine for the conveyance of heavy loads, while visiting the mines of Silesia, and he subsequently invented iron rails, exactly as they now are in use; also a locomotive engine and a cart to run from the Dovittry silver mine, upon the Haregnion mountain, Hunover, to the place of refinement, Pucherich, a distance of about an hour's drive The cart was a four wheeled one, and on its frame was a wooden chest, filled with the mineral of from 60 to 80 cwt. The guide sat upon the driving box like a coachman, and was able by pressure, to direct or arrest the cart at any rate of speed. The evidence connected with this origin of the railway and walk of forty-five minutes was thus performed upon it by the king and queen in five. ing for an English gentleman, who, as Mr. Fredericks said a short time before his death, posited in the bank. The number of shares great care in executing my work, in order to taken here is 1950, on which £1 currency per share has been paid. This is the present state of affairs as far as is known. Now, the act of incorporation provides that 6,000 shares shall be subscribed for before the company goes into operation, by the appointment of a boats, the steam locomotive was also intro-

Welch, Isaac Hazlehurst, John K. Kane, committee of thirteen, who shall have the duced. These important facts have just been management of the railroad in its constructure, and they show that the claims of nine, though clothed with extensive pow-tion made by others, are not to be sustained. Thus the world is indebted to Germany for four of the most important inventions; those

> American Iron, and at the South.—The Dallas county (Al.) Gazette mentions that there is at this time, and has been for some years past extensive iron works in successful operation in Talladega county, in that state, and these works are now producing her iron of all sizes and are in the contract of the county, in that state, and these works are now producing bar iron of all sizes and castings of every variety in great abundance. By persons who have used the iron produced at this forge, the Gazette is informed that it is quite equal to the best Swedes brought to this country, and that it can be purchased about as cheap as the article of the same quality can be purchased in New York. In the vicinity of this force there abound inexhaustible beds of cast said

That is the way it works we shall make iron for export in a few years at this rate.

New York Canal Tolls.—The canal tolls received during the 2d week of November show the enormous sum of \$144,173, an excess over the corresponding week last year of \$47,475. The aggregate for the season to the 14th inst. inclusive is \$2,510,131, being

tral railroad, the location of the road from White river to Windsor, has been completed. The second installment of this road has lately been ordered.

GENERAL COMMISSION MERCHANT and Agent for Coal, and also Iron Manufactures, etc.

tures, etc.

No. 1 City Wharf, Boston.

Advances made on Consignments.

Refer to Amos Binney, Boston.

Grant & Stone,

Brown, Earl & Erringer,

Weld & Seaver, Ballimore.

December 8, 1845.

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AILROAD IRON.—THE "MONTOUR Iron Company," Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO.,

Corner of Cedar and Greenwich Sts.

road. The Western and Atlantic Rail-road is now in operation to Maroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of Octoberand to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of

BOSTON AND MAINE RAILROAD.
Upper Route. Boston to Portland via, Charlestown, Somerville, Malden,
Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough. Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted.) as follows, viz. Leave Boston for Portland at 7½ a.m., and 2½ p.m. Leave Boston for Great Falls at 7½ a.m., 2½ p.m. and 3½ p.m. Leave Boston for Haverhill at 7½ a.m., 2½, 3½ and 5 p.m. Leave Great Falls for Boston at 6½ a.m., 9½ a.m. and 4½ p.m. Leave Haverhill for Boston at 6½, 2½, 31 and 11 a.m., and 6½ p.m.

Special Train.—A special train will leave Boston for Andover at 11½ a.m., and Andover for Boston at 3½ p.m.

31 p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage Passengers are not allowed to carry baggage, above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

Corder 20, 1845. 43 ly Super't.

PRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engagen in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quanin width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,

1523 Albany Ion and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a jatent in the United Wales, having obtained a fatent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., ja45

No. 4 Sout Fronth st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior descrip-tion in every particular. Their works beingexten-sive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press acrews; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45 Paterson, N. J., or 60 Wall street, N. York

Paterson, N. J., or 60 Wall street, N. York

OR SALE AT A SACRIFICE—A LOCOmotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of
smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new,
and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20 horse High Pressure Steam Engine.

2 8-horse

1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinists,
May 12tf

Alexandria, D. C.

GUSTA to ATLANTA—171
This Road in connection with the South Carolina Railroad and the Western and Atlantic Road now forms a con tinuous line of Railroad of 360 miles from Charles ton to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Car tersville. On Boxes of Hats, Bonnets, and Furniture

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will b forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON, at Augusta.

Ch. Eng. and Gen. Agent.
Augusta, Oct. 21 1845. •44 13

1COLL'S PATENT SAFETY SWITCH for Railroad Turnents for Railroad Turnouts. This invention, for time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans Specifications and all information obtained

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee. G. A. NICOLLS, ja45 Reading, Pa.

Reading, Pa.

CEORGE VAIL & CO., SPEEDWELL IRON
OF Works, Morristown, Morris Co., N. J.—Mannfacturers of Railroad Machinery; Wrought Iron
Tires, made from the best iron, either hammered or
rolled, from 1\(\frac{1}{2}\) in thick.—bored and turned
outside if required. Railroad Companies wishing
to order, will please give the exact inside diameter,
or circumference, to which they wish the Tires
made, and they may rely upon being served according to order, and also punctually, as a large quantity
of the straight bar is kept constantly on hand.—
Crank Axles, made from the best refined iron;
Straight Axles, for Outside Connection Engines;
Wro't. Iron Engine and Truck Frames; Railroad
Jac Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary
Steam Engines; Wro't. Iron work for Steamboats,
and Shafting of any size; Grist Mill, Saw Mill and
Paper Mill Machinery; Mill Gearing and Mill
Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective
lron and Brass Castings of all descriptions. ple and economical construction, and very effection and Brass Castings of all descripions. ja451y

TO RAILROAD COMPANIES AND MANufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all
sizes; English blister, cast, shear and spring steel;
Juniata rods; car axles, made of double refined iron;
sheet and boiler iron, cut to pattern; there for locomotive engines, and other railroad carriage wheels,
made from common and double refined B. O. iron;
the latter a very superior article. The tires are
made by Messrs. Baldwin & Whitney, locomotive
engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.
When the exact diameter of the wheel is stated in

engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45

N. E. cor. 12th and Market sta., Philad., Pa. 31

STOCKTON & FALLS.

FROM AU-171 MILES. Noad. On and after May 22, 1845, Trains on with will leave as follows, viz:— Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 41 p.m. Leave Worcester, at 10 a.m., and 41 p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 51 p.m., daily, except

Norwich and New York, at 54 p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—
Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 74 a.m., daily, except Sunday, and arrives in Norwich at 94.

Freight Trains. Daily, except Sunday.

The Fares are less when paid for Tickets, than when paid in the cars.

when paid in the cars.

EMERSON FOOTE Superintendent.

AWRENCE'S ROSENDALE HYDRA-ulic Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aquedutet, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

as it sets innusolidity for years.

For sale in lots to suit purchasers, in tight paperled barrels, by JOHN W. LAWRENCE,

Lawrence Street. New York.

142 Front street, New York.

To Orders for the above will be received and promptly attended to at this office. 32 1y

SUMMER ARRANGEMENT-FARE REDUCED.

REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of these who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburgh, Weldon, and Charleston, S. C. Charleston, S. C.

Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves \$\frac{1}{2}\$ 425. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21\$; Baltimore to Weldon \$\frac{1}{2}\$ 10; Baltimore to Petersburg \$\frac{1}{2}\$ 50; Baltimore to Richmond \$\frac{1}{2}\$.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Charleston, S. C.. at o a.m.

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by ½ o'clock p.m., through to the former city in twelve kours, and to the latter in fourteen and a half houra, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2; p.m.; arrive in Washington at 7 p.m. From Philadelphia by stemboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

Boston and Ravidence RAIL

BALTIMORE AND OHIO RAILROAD

Road Company.—Winter Arrange

MAIN STEM. The Train carrying the
ment. On and after Monday, Nov. 3. the Passenger

Timore warm nomine of the Company.

The Passenger

Timore warm nomine of the Company.

The Passenger

Timore warm nomine of the Company.

The Passenger

The Passeng day, Nov. 3, the Passenger un as follows:

Trains will run as follows:

For New York—night line, via Stonington.—
Leaves Boston every day, but Sunday, at 4½ p.m.
Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5½ and 10 p.m.
Leave Dedham at 8 and 10½ a.m., and 4½ and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8:20 a.m. and 2½ p.m.

All baggage at the risk of the owners theneof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow.

ham, will be omitted in case of a severe snow storm. W. RAYMOND LEE, Sup't. 31 ly

BRANCH RAILROAD and STAGES CON-necting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 74 o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 41, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

H. C. SEYMOUR, Superintentian.
Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale, Carbondale, etc.
On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc.
31 1y

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

9 o'clock a.m. Tickets for the round trip to and from any point

can be procured from the agents at the ticket officer or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less and the tickets will be good for the same and follow.

ing day in any passenger train.

D. C. H. BORDLEY, Sup't.

Ticket Office, 63 North st

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 21x1 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 24 x 1 inch Flat Rails.
Also—A STEAM PILE DRIVER, built by pr
"Dunham & Co." which has never been used, and cost originally \$5000.

Great Western Mail leaves Baltimore every morning at 71 and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, conneting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 51 P. M. Fare between those points \$7, and 4 cents per mile for less distanberland and Baltimore 51 P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Living trains at 9 A. M. and 5 P. M. and 12 at

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 51 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13 1y

ENTRAL RAILROAD-FROM SAVANnah to Macon. Distance 190 miles.

This Road is open for the trans-

Freight. Rates of Passage, \$8 00. Freight On weight goods generally... 50 cts. per hu 50 cts. per hundred 13 cts. per cubic ft. On measurement goods On bris. wet (except molasses

EXINGTON AND OHIO RAILROAD

Trains leave Lexington for Frankfort daily at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lex-ington daily, at 8 o'clock a.m. and 2 p.m. Dis-tance, 28 miles. Fare \$1-25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

EARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to James P. Allaire,

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Murdock, Leavirt & Co.
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mond, Va.
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Colwell & Co.
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N. E. Screw Co. Provicence, R. I.

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New Jersey Malleable Iron Co., Newark, N. J.

Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly.

PAILEOAD IRON AND FIXTURES.

The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,

30 Wall & N. York.

ber 3d, the cars will run as follows: Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Cor-ners, and White Plains—7:30 and 10:30 a.m., and 1 and 3.30 p,m.

Extra trains for Yorkville, Harlem, Morisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—8:10, 11:10 a.m., and 1:45, 4:10 p.m.

Leave Tuckahoe for City Hall—8-20, 11-20 a.m., and 1-55, 4-20 p.m.

Leave Williams' Bridge for City Hall—7-45, 8-45, 11-45 a.m. and 12-45, 2-15, 3-45, 4-45, and 5-45 p.m.

Leave Morisiana for City Hall—8-10, 9-10, and 10 a.m., and 12-10, 1-10, 2-40, 4-10, 5-10, and, 10 p.m.

The freight train will leave City Hall at 12-45 p.m. and leave White Plains at 11-10 a.m. All freight must be at the City Hall between the hours of 10-30 a.m. and 12-30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minute before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every minutes from 7.30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.

THE LONDON RAILWAY RECORD.

Edited by Mr. John Robertson, A. M., (connected from the commencement with the Week, y Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all failway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca. st. London. Office 153 Fleet street, London. 46

London. Office 153 Fleet street, London.

DOSTON COURIER, DAILY, SEMIWeekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domesuc Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandize, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness of accuracy of detail, and it will be our endeavor maintain its reputation in this respect.

For the Daily Courier, forone year, in advence \$8.00

For the Daily Courier, for one year, in advance \$8,00 For the Semi-Weekly Courier, for one year. 4,00 For the Weekly Courier, for one year. 4,00 For the Weekly Courier, for one year. 2,00 For the Weekly Courier, for one year. 2,00 EBIN B. FOSTER.

